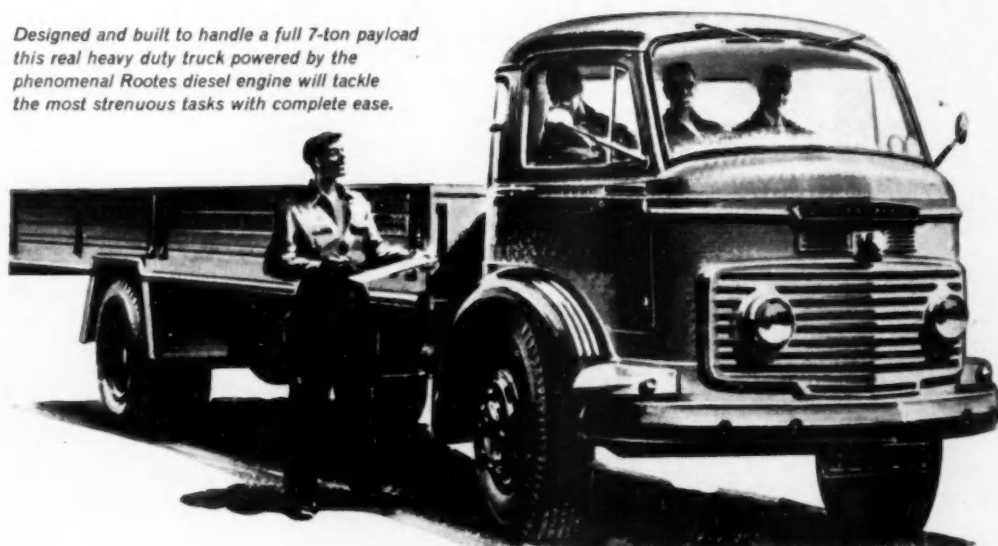


THE COMMERCIAL MOTOR

FRIDAY, APRIL 14, 1961
ONE SHILLING

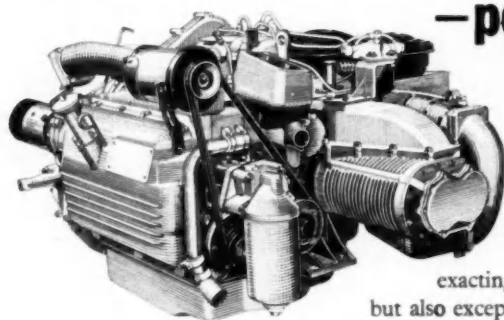
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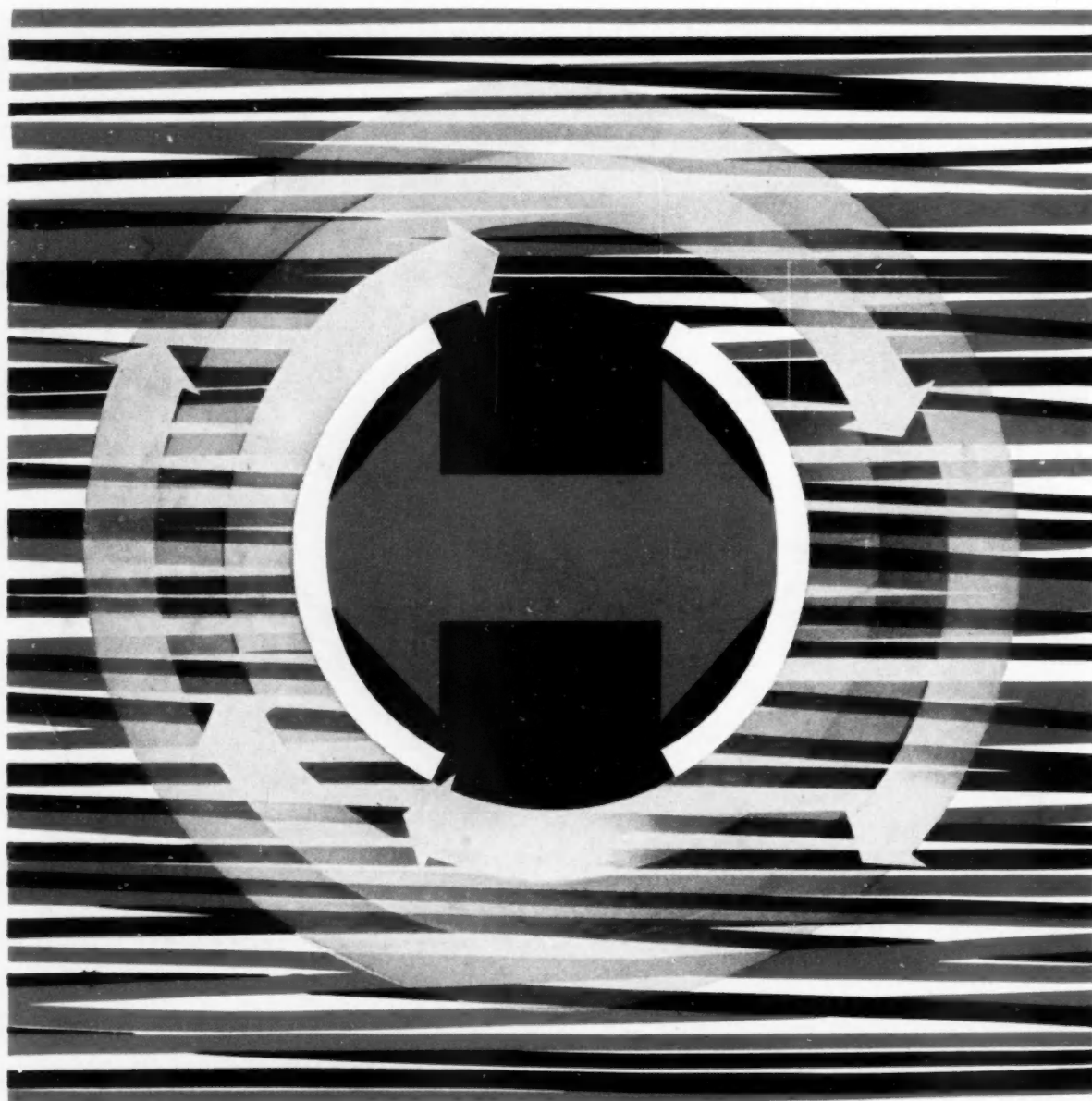
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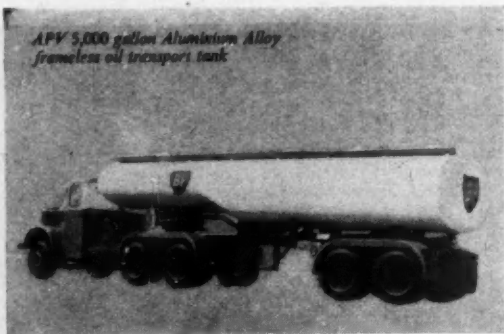
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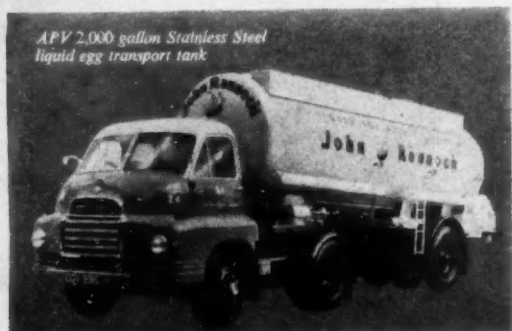
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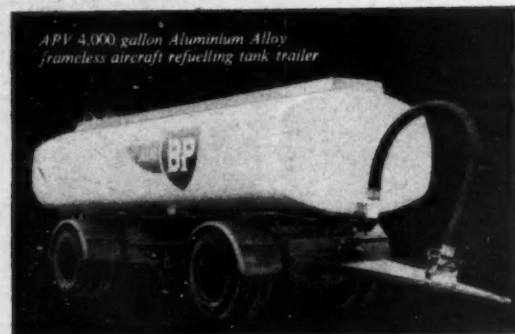
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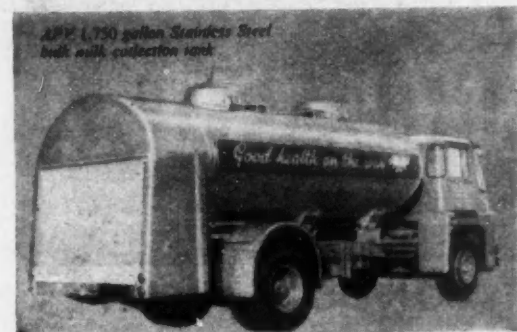
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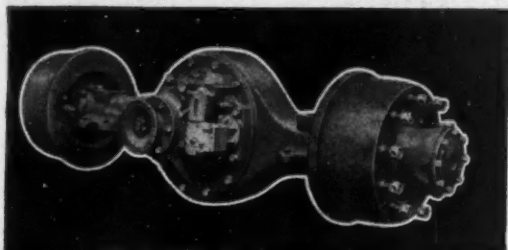




EATON speeds perishable foodstuff across Europe

The Eaton 2-speed axle proves its value yet again on this Austin 7-tonner which, with trailer, regularly makes the trip from Rotterdam to Zurich carrying 9 tons of frozen chickens. Bischofberger A.G. of Zurich, specialists in the international food trade, chose Austin with Eaton because rapid reliable transportation is essential and this combination has proved its ability to meet these requirements. One of Bischofberger's Eaton equipped Austins has covered

150,000 trouble-free miles in one year—a fine achievement! Long high-speed runs emphasise the value of fitting an Eaton 2-speed axle with its combination of high and low ratios ensuring the correct gear for every road and load. Engine and transmission wear are considerably reduced, fuel consumption is cut and maintenance is down to a minimum with an Eaton axle—very good reasons for specifying Eaton on your new vehicles.



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MOLYSLIP FOR COMMERCIAL VEHICLES

A Business Proposition

ALMOST every day another batch of new products are launched at the poor average motorist, products which invariably promise startling results, with very little evidence to support them. Most of these 'panaceas' for motoring ailments are very short lived—certainly very few of them are ever used by commercial vehicle operators. Why? Simply because a man operating commercial vehicles is in business. And the two main factors in any business—efficiency and £.S.D.—prohibit the frittering of money on anything which is not an honest-to-goodness essential.

WHY, THEN, IS MOLYSLIP A BUSINESS PROPOSITION?

Molyslip is a motor oil supplement based on the engineering lubricant Molybdenum Disulphide. Molyslip is added to the motor oil normally used in the engine (petrol or diesel), gearbox, steering box and back axle. What does Molyslip do that oil cannot? Molyslip is a 'metal plating' treatment. Due to the molecular structure it actually 'plates' all metal-to-metal bearing surfaces with permanent slippery layers of Molybdenum Disulphide. This not only means improved motor oil lubrication with all its benefits... **BUT IT ALSO PROVIDES TREMENDOUS PROTECTION AGAINST THE WEAR AND TEAR INVOLVED IN OPERATING A VEHICLE COMMERCIALLY.** This is not another fairy tale. This is an undeniable fact!

WHAT ARE THE FACTS?

In a nutshell, the regular use of Molyslip Oil Supplement and Molyslip Grease in its multi-purpose form, will prove beneficial to you on two scores. The first is economy. Because of improved lubrication there follows an increase in m.p.g. Only small it's true, but on mileages of 30,000 to 50,000 per year this means money. The second is wear and maintenance. Because of the tough 'metal

plating' treatment, Molyslip protects against excessive wear, corrosion and the irritating breakdowns that seem to occur with monotonous regularity (ever had trouble with a back axle on a heavy-duty truck?). There are other benefits, but they can be left to the pleasure motorist who is interested in smoother running, easier steering, silky gearchange and quieter performance. You are interested in the guts of the story—and it is here that Molyslip makes very good sense—in £.S.D. alone!

WHO USES MOLYSLIP IN THE COMMERCIAL FIELD?

There exists a growing core of regular Molyslip users in commercial vehicles—they include several large building transport contractors, a provincial bus fleet, some of the municipal fire brigades and municipal transport fleets, car hire operators, scores of company delivery truck and van fleets, and hundreds of hauliers and ancillary operators. In every case they were justifiably sceptical to start with. In every case they agreed to test Molyslip on one or two vehicles over a period and keep a careful eye on the costing. In every case Molyslip Oil Supplements and Molyslip Grease are now used regularly in *all* their vehicles. If only you could meet and talk to them, there would be no need for this advertisement!

PUT MOLYSLIP TO THE TEST

It is in your interests to try Molyslip lubrication in your vehicles. The overall savings in fuel and maintenance will not be staggering, but they will be enough to make it significantly profitable. Almost every factor, supplier and wholesaler in the country stocks Molyslip. And the coupon below will bring you full technical information if you want it. Try Molyslip for commercial vehicles. It's the one ancillary motoring product that's a business proposition for the commercial user.

MOLYSLIP OIL SUPPLEMENT FOR PETROL AND DIESEL 4-STROKE ENGINES

To be added to the proportion of 1 fl. oz. per pint of oil sump capacity. Suitable for all grades of oil.

10 oz. tin .. 15/-
1 gallon tin .. £6.15.0
Retail prices.



MOLYSLIP 'G' OIL SUPPLEMENT FOR GEARBOXES, STEERING AND BACK AXLES

To be added in the proportions of 1 fl. oz. per pint of oil capacity in gearbox and back axle, and 2 fl. ozs. in the steering box. Suitable for all oils. 10 oz. injector flask 15/-
1 gallon tin .. £6.15.0
Retail prices.



MOLYSLIP MULTI-PURPOSE GREASE

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Retail prices.



MOLYSLIP COMPOUND

Contains 60% Molyslip Molybdenum Disulphide in paste form. Should be used on assembly operations on bearings, gears, piston-rings, etc., to ensure running-in without scuffing or scoring. Can also be used on nuts, bolts and screws to prevent seizure. 4 oz. tin .. 19/6
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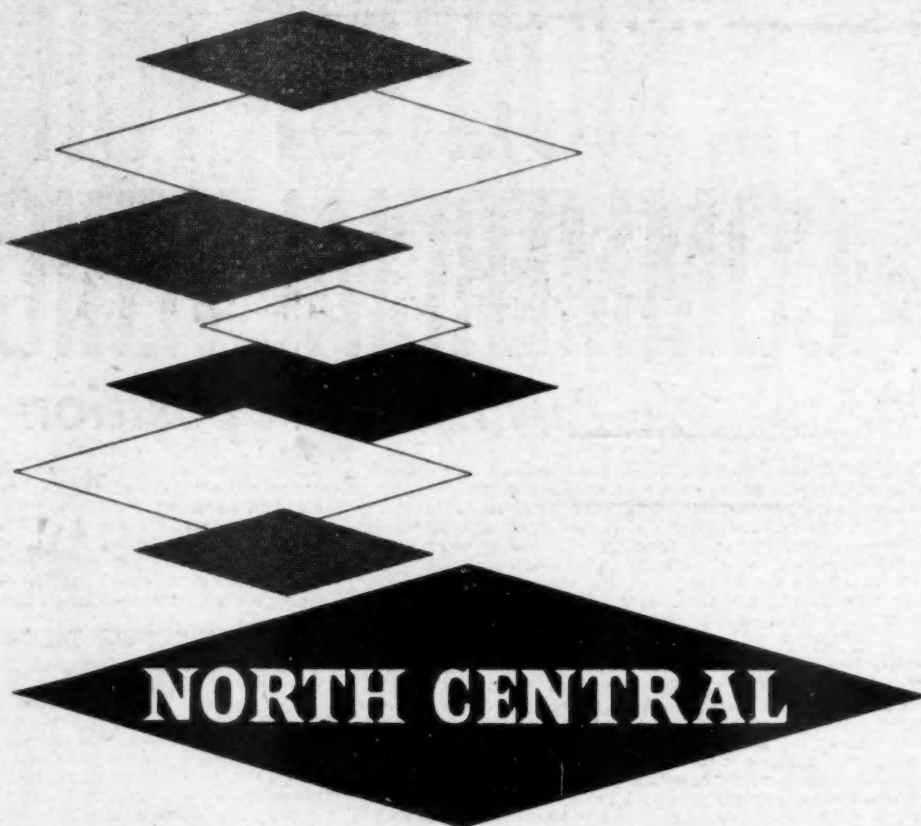
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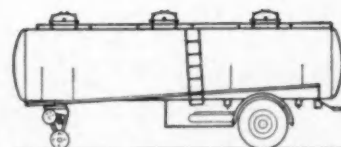
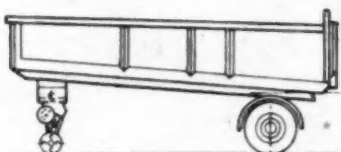
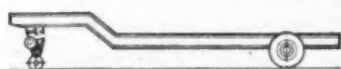
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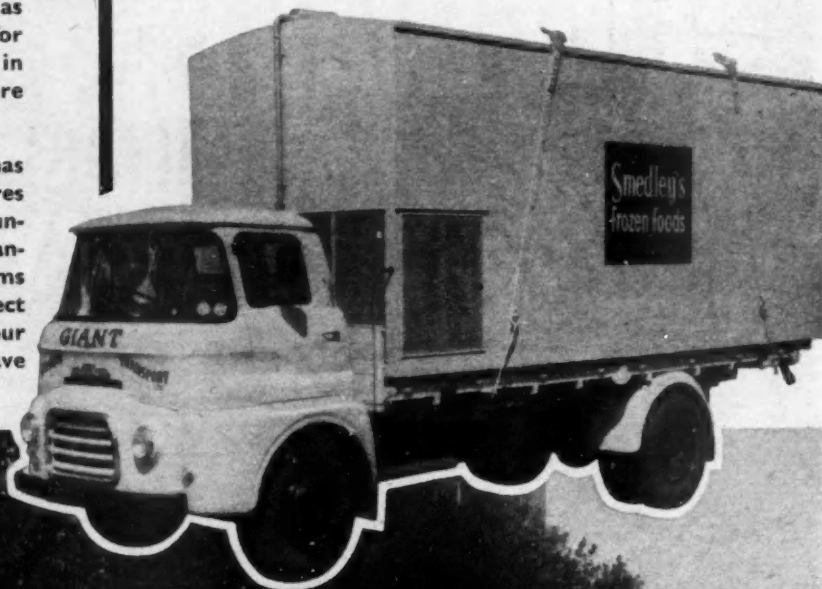
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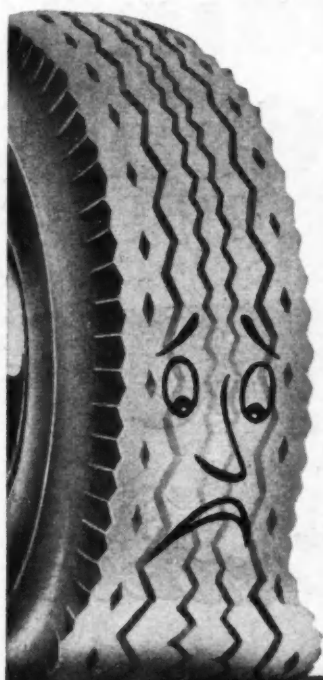
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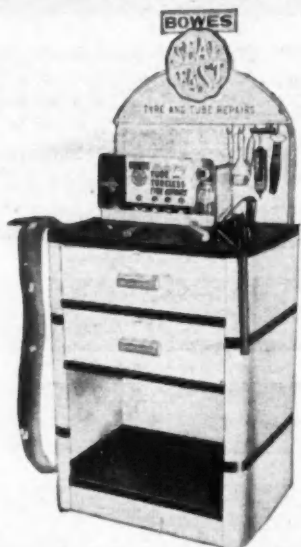
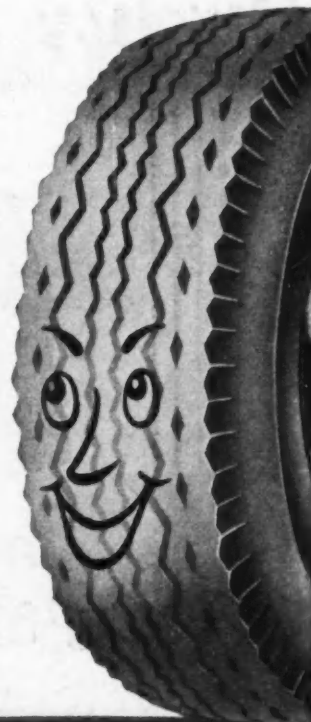
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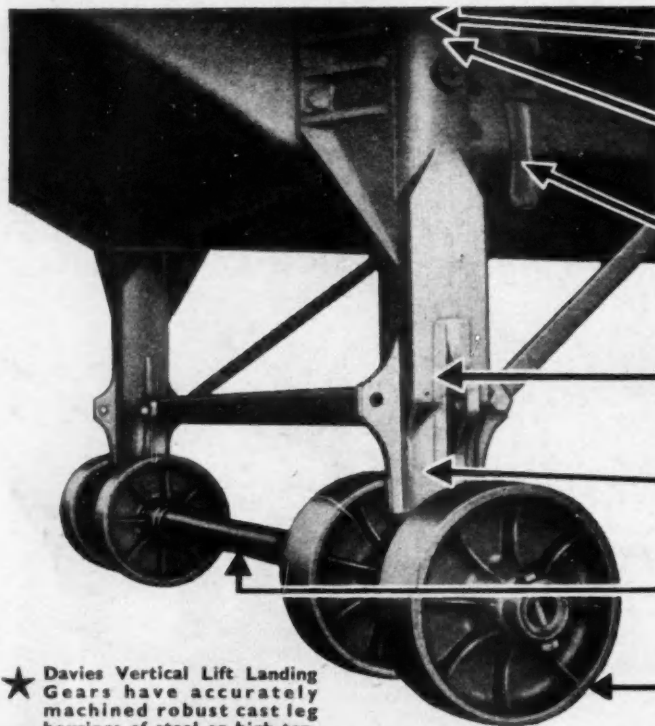
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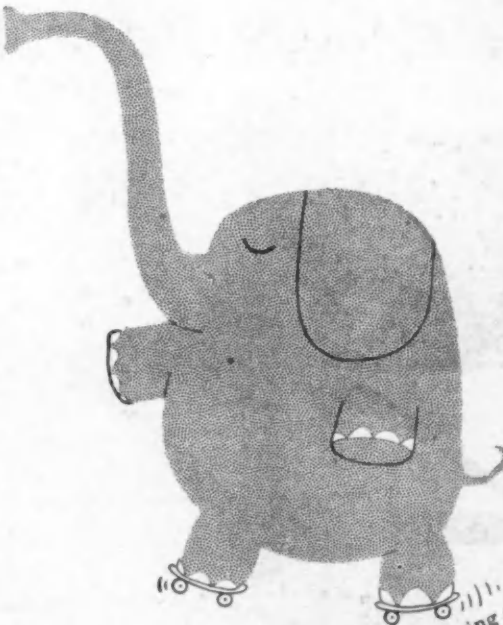
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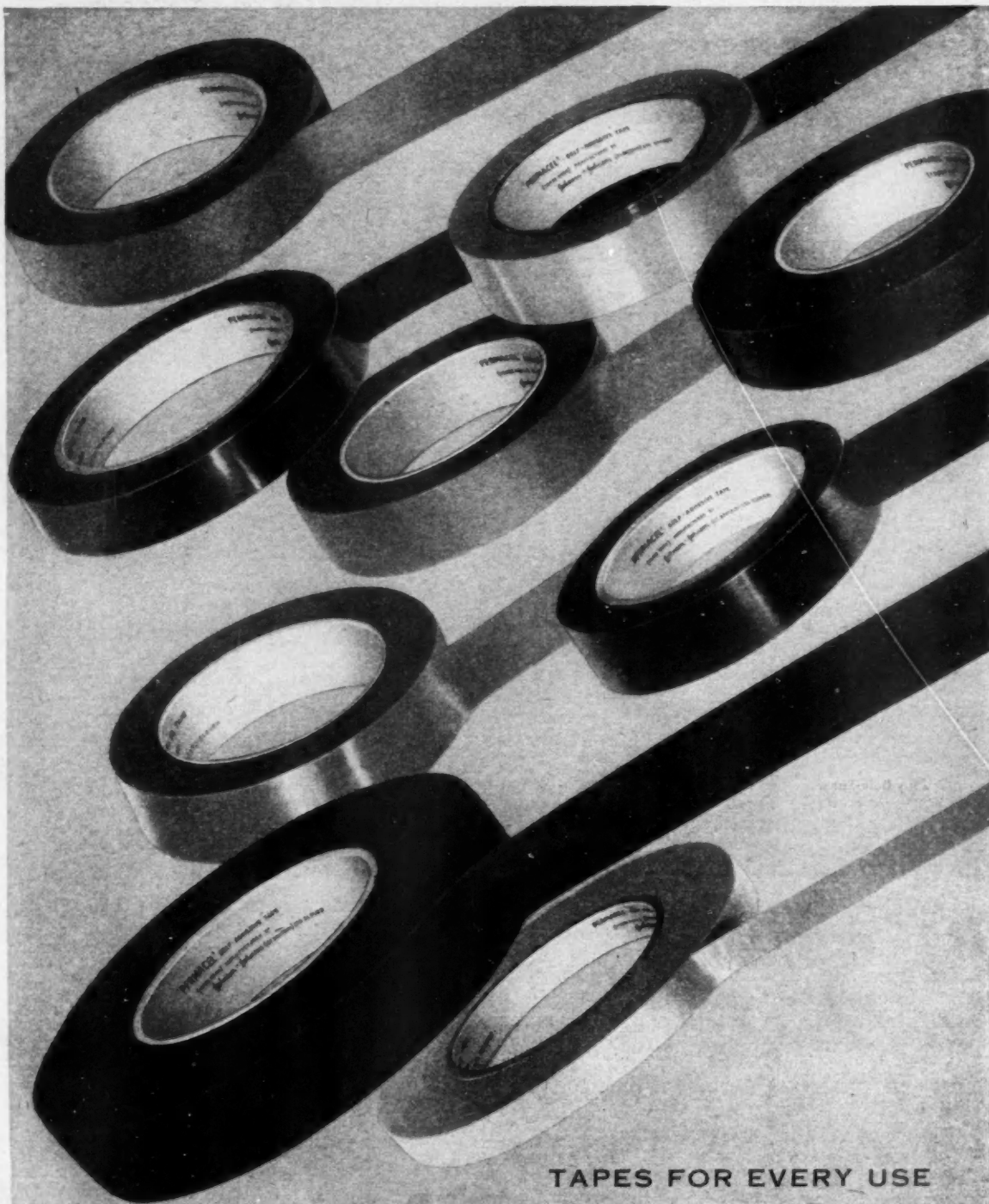
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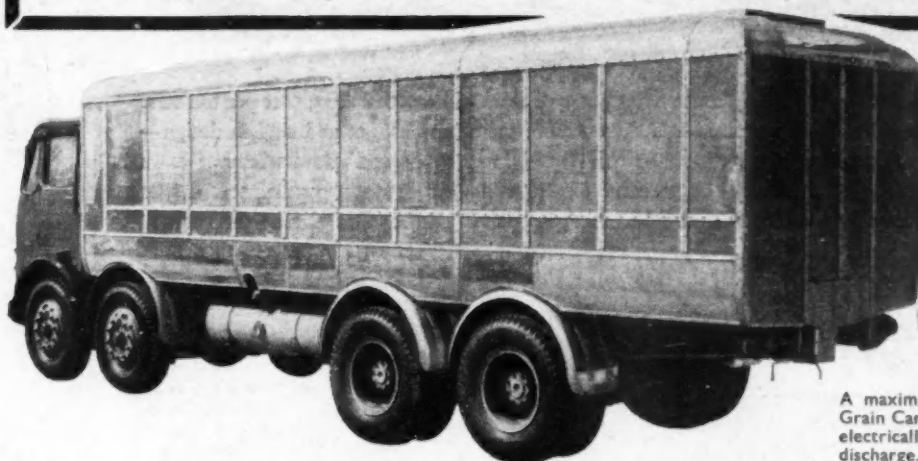


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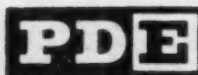
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PLUS POINTS BEHIND THE THRUST INCLUDE

● NO GROUND CLEARANCE PROBLEMS

2-stage rams are positioned to thrust at slant angle of 30°. Thus there is no protrusion of lower ends of rams below chassis frame.

● MAXIMUM EFFICIENCY WITHIN MINIMUM LOADING HEIGHT

Design gives maximum efficiency with body floor heights within the minimum set by the Chassis Manufacturers.

● STABILITY

Wide spacing of rams ensures stability in the most punishing conditions. Rams are specially designed to counteract side movement of body.

● SIMPLE INSTALLATION AND CONTROL

The hoist is suitable for a very wide variety of intermediate and long wheel based commercial vehicles.

● AMPLE POWER FOR THE HEAVIEST LOADS

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Two strong under-body rams of two-lift construction, give maximum thrust even in the worst conditions of strain and stress. In addition, a re-styled simple layout and exceptional low weight make the new 4S Twin-Power adaptable to a wide range of vehicles. Reliability and fast turn-round capacity have already been proved and acclaimed in all manner of work.



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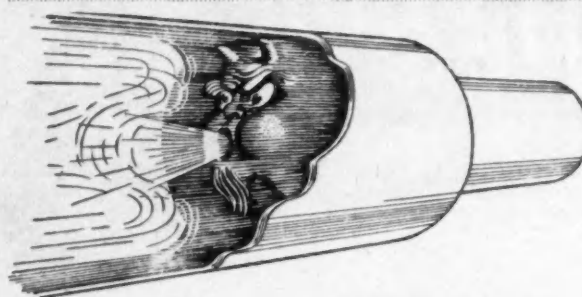
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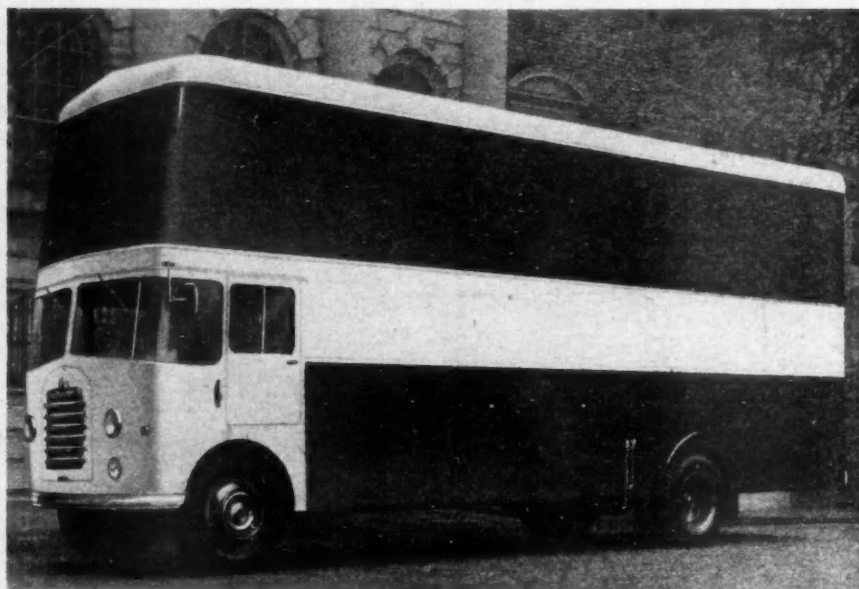
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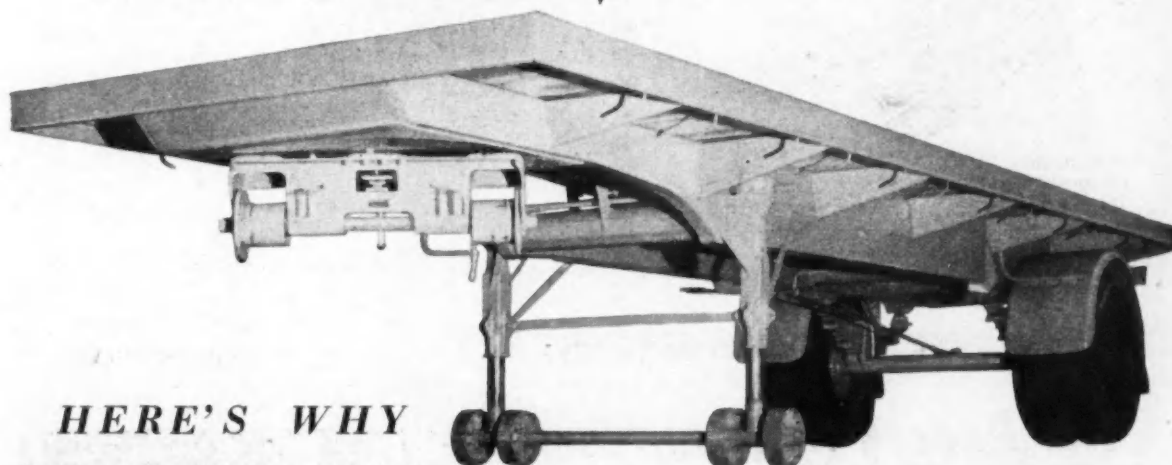
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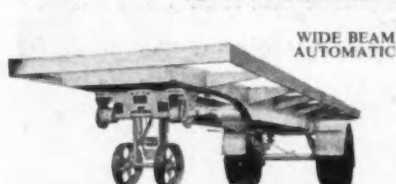
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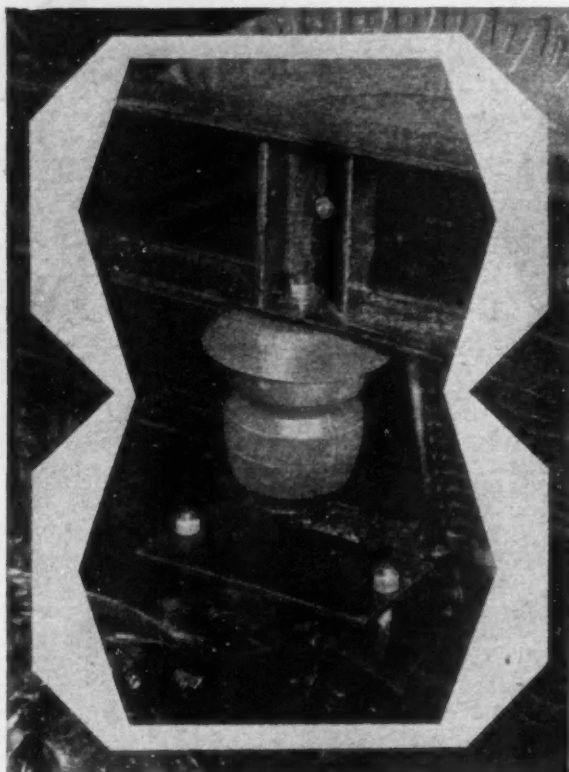
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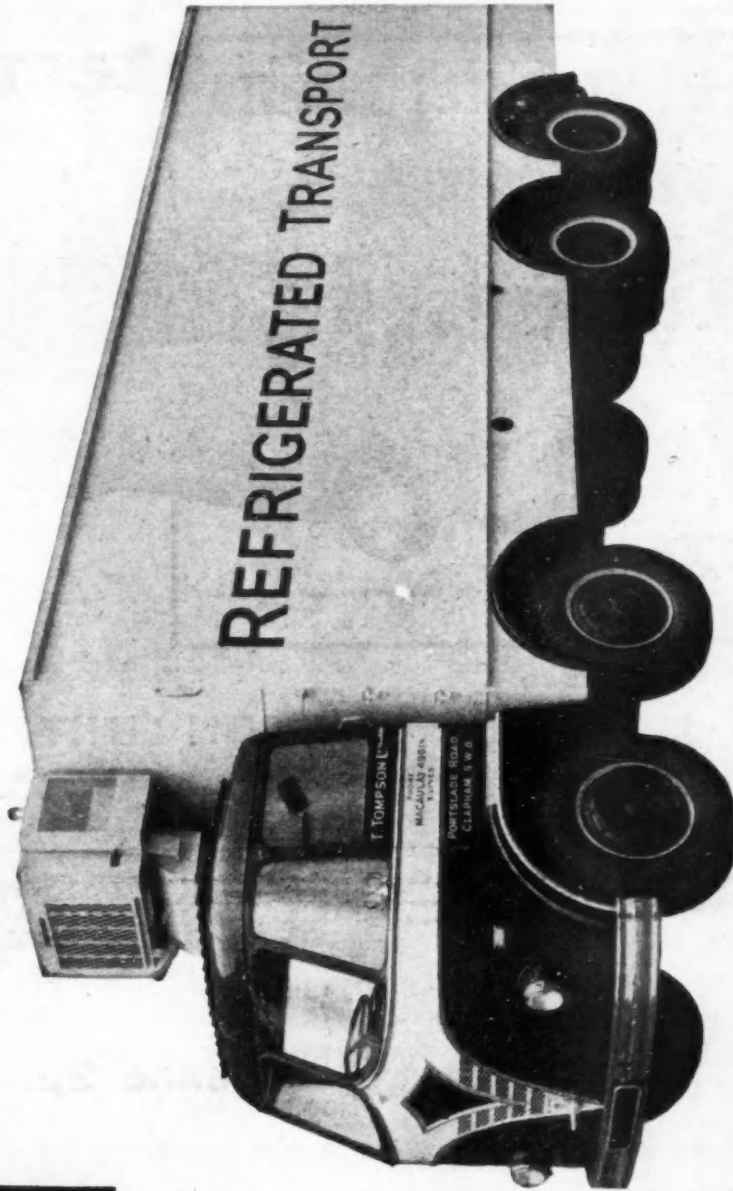
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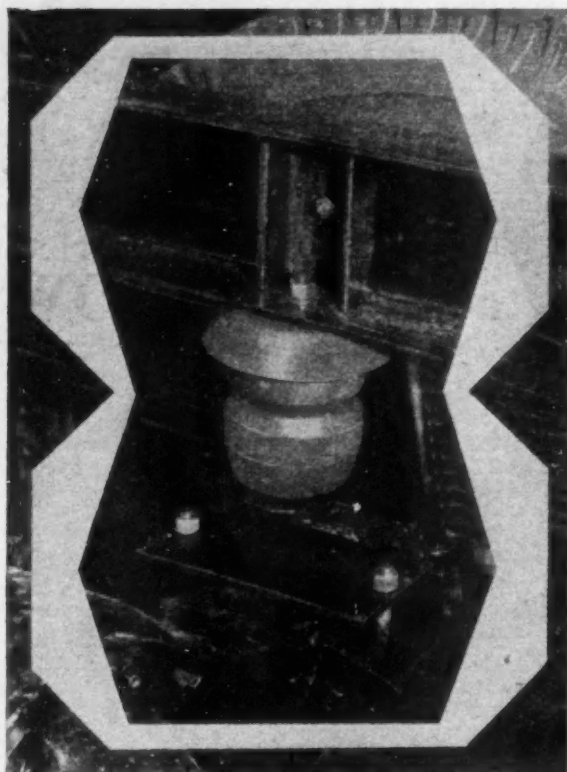
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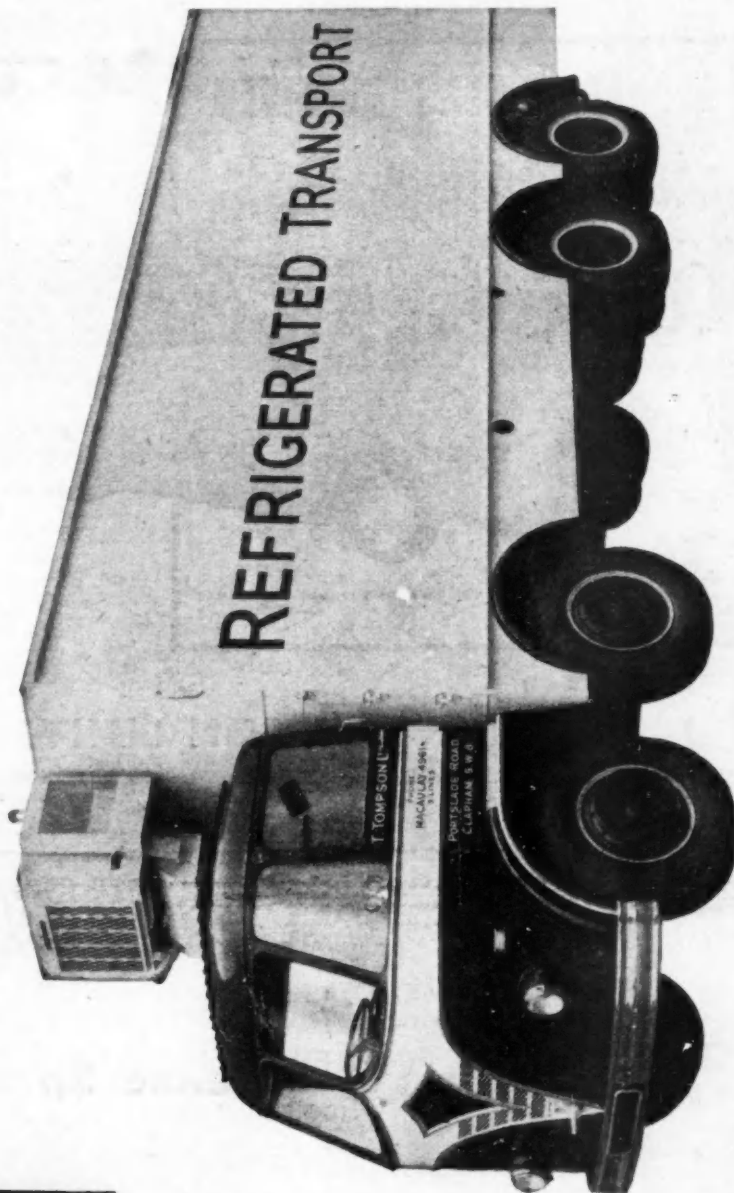
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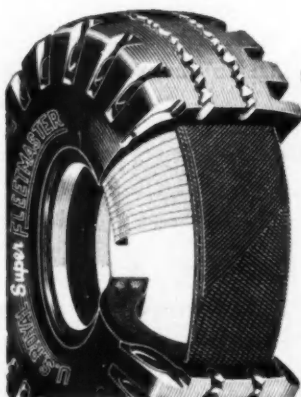
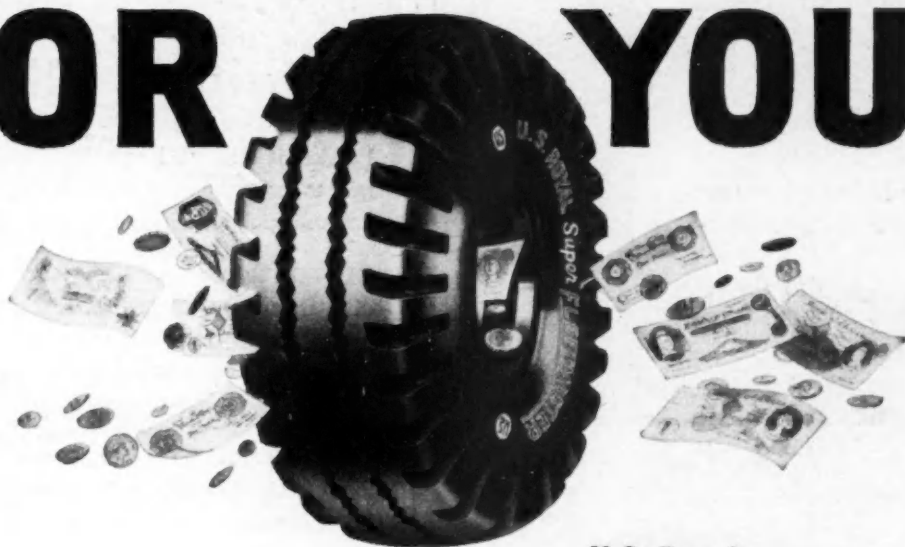
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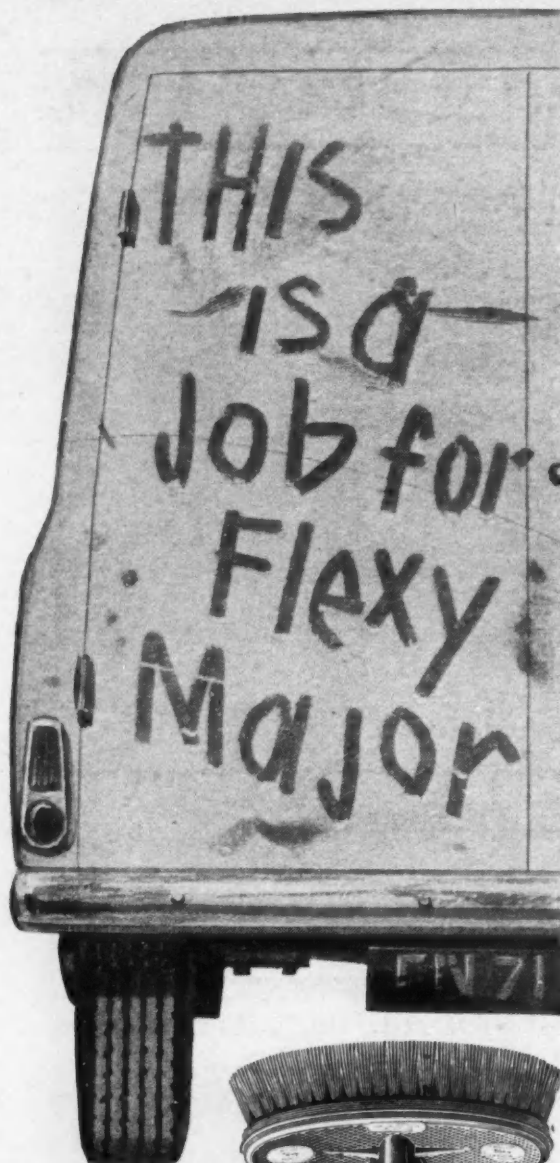
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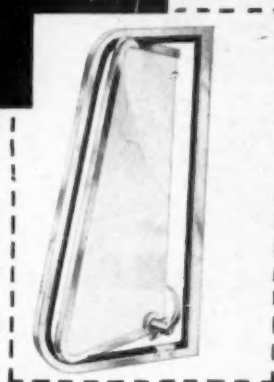
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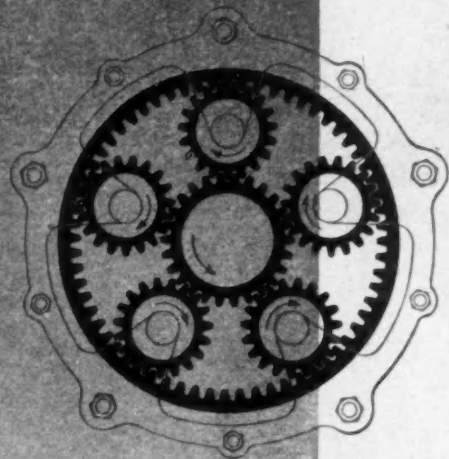
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*Planet wheels, mounted on the hub, mesh with the sun wheel and also with a fixed annulus. The sun wheel turns . . . causes the planets to revolve about their centres and, in so doing, walk around the fixed annulus, which gives a reduction of hub to sun wheel of 3.46 to 1.



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Two Plus One

ONE of those problems that it seems will always be a part of haulage is that arising from the constant attempts by many operators to carry half as much again as the lorry manufacturers' recommendation, but without having recourse to a bigger or more expensive vehicle. It speaks volumes for the good design inherent in all British goods vehicles that operators are able consistently to get away with it.

So long as it is not illegal or dangerous, there is no reason why an operator should not do so, in fact. If it can be done safely and economically, it is good business for him occasionally to overload—though not, perhaps, wise without careful thought.

This desire, as much as any other, has brought about the comparatively rapid growth of third-axle conversions to standard four-wheeler lorries. Although manufacturers have been understandably reluctant to lend their official sanction to such conversions, there are now a number of reliable, well-proved specialists at this work whose conversions are approved. It would seem, too, that their products are satisfying operators since the numbers of such vehicles are increasing.

In fact, there seems no reason to suppose that the growing use of third-axle conversions will not continue. Were plating of goods vehicles by manufacturers to come about, it would possibly jeopardize the specialist converters, but nothing else seems likely to do so.

On pages 352 to 354 of this week's issue the experiences of a haulier who has been running a number of these vehicles for some years are related. He seems satisfied. This operator's third-axle conversions have covered some million miles, and he makes the claim that they not only carry greater payloads but also return favourable fuel consumption figures.

As a general rule, it is fair to assume that a 7-ton four-wheeler converted to a 10-ton six-wheeler will carry loads at a lower rate per ton than it would as a standard four-wheeler. This becomes obvious if the costs are examined in some detail. An average weekly figure for a 7-ton diesel-engined lorry would be about £45 at 900 miles per week. At the same mileage, a third-axle conversion of such a lorry would eat up some £58 a week. With a full payload of 10 tons it would, therefore, reduce the cost per ton.

But can it be assumed there will always be a full 10 tons for the vehicle? This is really the crux of the matter. An operator contemplating such a conversion should first of all make quite sure that he can get sufficient traffic to justify the expenditure. It might well be that the added platform length will offer chances of carrying loads that the operator could not otherwise handle.

The importance of thoroughly investigating this aspect, from the operator's point of view, can be seen by another look at the weekly costs. If an average load of 75 per cent. capacity is taken for the purpose of this example, the basic 7-tonner could carry 63 tons at about 14s. 4d. a ton, and the conversion six-wheeler 90 tons at roughly 13s. a ton.

But if the operator can only find 80 tons, the cost per ton becomes virtually the same as carrying 63 tons on the same vehicle in its original form. Therefore, anything below 80 tons makes the conversion a matter for more thought.

There are, of course, other factors to consider as well. The purpose of these comments is purely to instil into the minds of operators considering such conversions the fact that operating costs will rise, and therefore sufficient regular traffic must be available, not only to offset this but to take advantage of the opportunities offered by an economic 10-ton six-wheeler.

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TEMPLE PRESS LIMITED

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Bowling Green Lane, London, E.C.1.
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Annual Subscription Rate £3 10s.
U.S.A. and Canada \$10.00.

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- An Undertaking that Likes
Trolleybuses

Men Who Make Transport

Tomorrow, at Weymouth, the first eliminating contest for the 1961 Lorry Driver of the Year title will be held. To all the drivers who will fight out the preliminaries and the national final, we wish good fortune. Now meet the reigning champion.

ONE of the more remarkable things about Ted Haywood, the champion lorry driver of 1960, is that he has never been a lorry driver. Nor is such uncanny skill as he regularly demonstrates the result of hours of patient practice. He tried that once and made a nonsense of an easy test. I suppose he's a natural, like Stirling Moss, Dr. Roger Bannister and John Surtees.

In point of fact, Mr. Haywood, who is now 34, never drove at all before he was 23, which eliminates the suggestion that he has a lifetime of experience behind him. Even passing the test had its off-beat angle: he did it on a Model T Ford van, of all things, because there seemed to be nothing else available at the time.

Up to that point, other forms of transport had claimed his attention. His father was a railwayman and Ted was the third eldest of 10 children. At the age of 16, he eased his way gently into the Royal Air Force and became an unusually accurate navigator.

As a civilian, Ted found life somewhat less stimulating than flying. He clerked for Tube Investments for a couple of years, with little enthusiasm and as much success. Then, in 1949, he took to motoring and, as he puts it, "lived." But in the same year, flushed with his success in the driving test, he made a disastrous mistake. He bought himself a mobile grocery shop and set forth to meet the needs of the good housewives of Birmingham's new housing estates. In theory this was an admirable idea. Not only was Ted to provide a much-needed service but there might even be a living in it. There wasn't, because the good housewives

Bird's Eye View

Retire? Not Mr. Nelson!

CURRENT rumours of his pending retirement are denied by the Western Licensing Authority, Mr. Stanley Nelson, who despite the additional work involved by his recent service on the Jack Committee, remains full of vim and vigour and plans to continue for at least another four years.

Although Mr. Nelson is regarded in some quarters as being somewhat liberal towards applicants, his decisions (based on a sound knowledge of the area and its needs) are seldom challenged.

When he finally retires, to continue his twin hobbies of painting and the salvage and repair of grandfather clocks, Mr. Nelson will be greatly missed by all connected with the haulage and road passenger industries.

Rate For The Job

THE revised edition of "The Commercial Motor" Tables of Operating Costs will soon be published... which reminds me of a story concerning the rate for the job.

A circus artist, offering his services to the boss of the Big Top, explained that his act was to dive head first from a 200-ft. tower on to a steel plate. His fee? £50 a dive. "Fine," said the circus boss. "£50 for a demonstration dive."

The daring young man climbed to the top of the tower, poised for a second, then dived 200-ft. on to the steel plate. He got up, shook his head, and walked over to the circus owner who promptly produced the £50 fee.

"Not enough," said the artist. "I want £100."

B28

"But it was £50 only a few minutes ago."

"Ah, yes," said the artist. "But a few minutes ago I didn't know it was going to hurt so much."

Secret Weapon

ACCORDING to Radio Moscow, Russian scientists have developed an atomic battery for mounting in motor vehicles which will make "tanking-up" a procedure to be tackled once every few years. The energy generated by the miniature nuclear reactor—said picturesquely to be "the size of a bucket"—is converted directly into electrical power for feeding the engine.

One warning is attendant on this revolutionary news. It will soon be the cause of general panic at most or extremely bad taste at least for the proud lorry driver to use the traditional phrase about the old girl ticking over like a bomb!

Permapaint

APERTINENT question from Mr. A. Packham, managing director of A. Packham and Co., Ltd. "How long does a repaint last?" Announcing a new livery for the company's vehicles a few days ago, Mr. Packham challenged bodybuilders, paint manufacturers and the plastics industry (not, presumably, bodybuilders, since plastics bodies do not need paint) to produce a lasting finish that was not prohibitively expensive.

If he finds one I'll have some for my nest, which faces south and needs repainting almost as soon as it has been painted.

Edward Haywood



Never been a lorry driver—Mr. A. E. Haywood.

failed to pay him on Saturday as promised. In a horrifyingly short time he had nothing to show for his enterprise but many sheets of very bad debts.

So he took a job as a car delivery driver and in the following nine months became a really expert motorist. He learned all the things that one should do and not do, in all kinds of weather, and he adopted the Highway Code as his

textbook. He is not the man to drop valuable points in a test by boggling over an answer which should flash into the mind automatically.

During those not over-prosperous years, Haywood supplemented his income by working as an instructor in navigation to the R.A.F.V.R. at Castle Bromwich, and logged 1,100 flying hours in Ansons. He also passed the test for a P.S.V. licence, and did a little coach driving in his spare time.

Then, in 1950, he joined the Expanded Rubber company as their Midlands and Wales representative, a job which called for a pretty large annual mileage, mostly in a Ford van. The following year, he entered the Birmingham Safety Rally for the first time, and took second place in his class.

His interest in the Lorry Driver of the Year competition really began in 1957, when his brother Walter was second in the national final and followed this success by winning the international final in Paris. This proved to be something of a needle match with Wally Hiron, who had won the British event and was second at Paris. So Ted decided to enter the following year, driving the Commer Cob with which he then did his travelling.

He performed in the Birmingham round in which he won his class, and was best of the day in the eliminating tests. He also won the T.R.T.A. award for the best maintained C-licence vehicle. In the same year, he won the Birmingham Safety Rally outright and followed this up with Class A in the national finals at Bramcote.

The Vintage Year?

In 1959, he exactly repeated all these successes. But the premier award eluded him until the 1960 season. In that year he was 34. His brother Walter was the same age when he won the national contest and so, I believe, was Hiron, in his championship year. Could it be that a driver is at his best at that age?

But whether it has something to do with the vintage or not, Ted Haywood pressed on to win his class in the Birmingham eliminating round and, in due time on the same course, won the National Class A and then the competition outright. This was clearly the trickiest moment, for there is a marked difference in driving a Commer Cob through the tests when you are doing much the same kind of thing with it every day, and repeating the effort on an Albion six-wheeler that you have known for only 10 minutes. But Ted found that the big truck handled delightfully and won the championship with a little to spare. Can man do more?

I tried to worm the secrets of success out of so able a demonstrator. In fact, there do not appear to be any dark secrets. In the last resort, the winner has shown something approaching perfection of judgment and that is not a thing that can be imparted to the student. It comes only with experience, and when it is present in such a high degree, it is probably an inborn flair.

Ted Haywood is not a believer in practising the tests in the lorry park. There are, however, two things which, to Haywood, have proved invaluable. He reads the regulations with the greatest concentration, primarily to learn if there are simpler ways of doing a test than the obvious one. And he brushes up his Highway Code until he is word perfect. The driving itself is a matter of complete concentration.

The 1960 winner is a cheerful character, completely devoid of "nerves" of the type that can produce an uneven performance. He regards the competition as fun, rather than as a pitting of wits against his fellow competitors. To knock over a barrier would produce no more from him than a wry grin: his handling of the next test would be quite unimpaired.

T.W.
B29

By The Hawk

New One?

WAS this a new light signal? I certainly have not seen it before. I spotted a number of lorries, after they had overtaken another lorry and received a flash from its headlights to indicate safety to pull in front of the overtaken vehicle, give the driver a single flash of the nearside direction indicator.

This was, I fancy, to save daytime headlight-flashing.



Editorial Appointments

MR. ALAN E. HAVARD has assumed the editorship of *The Commercial Motor*. MR. CHARLES M. HENDY has been appointed assistant editor.

Mr. Beck to Succeed Mr. Eastwood

TWO appointments, important to the transport industry, were made by the Finance and General Purposes Committee of the Transport and General Workers' Union last week.

They chose Mr. Albert Beck to be the new national secretary of the Union's commercial services group and Mr. Sam Henderson to be national passenger secretary.

Mr. Beck succeeds Mr. Fred Eastwood, who has joined the Express Dairy Group as industrial relations officer, and will in future lead the union side at wages council meetings.

He was Mr. Eastwood's deputy since 1955 and before that served at Tooley Street, Bermondsey, where he looked after road transport members.

Passenger Side, Too

For Mr. Henderson, the appointment means that the wheel has turned full circle. He was passenger group secretary 11 years ago in the days of Arthur Deakin's general secretaryship of the union, and was forced to resign when Communists were barred from holding office.

Mr. Henderson resigned from the Communist Party following the Hungarian rising and for the past few years has been serving as deputy to Mr. Arthur Townsend, who retires from the post in July.

Mr. Townsend has for some time been under fire from the more militant elements among the busmen and has decided to retire two years before the age limit of 65 as he is entitled to do under union rules.

Until he goes, he and Mr. Henderson will have joint responsibility. Their most important problem, of course, is the pay claim on behalf of 170,000 municipal and private company busmen.

Under Mr. Henderson, a soft-spoken Scotsman of 56, the employers will look for no softening of attitude.

SHORTAGE OF TRANSPORT

A QUARRY owner, Mr. C. R. Garlick of the Fairy Cave Quarry Company, Oakhill, Stoke, Somerset, told the Western Licensing Authority on Monday that his firm had lost orders of nearly 5,000 tons of quarried material because they had been unable to get the necessary transport for delivery. The firm was about to install new plant which would increase production by 150 per cent.

Mr. Garlick was supporting an application by Gilson Transport, Ltd., of Winterstoke Road, Bristol, who were granted a variation of licence in respect of three vehicles for the transport of quarried material.

n30

Should Contractors Have Work-anywhere Licence?

DECISION on an application which it was said would have a "corrosive effect" on the whole licensing system, if granted, was reserved by the East Midlands Licensing Authority, Mr. C. R. Hodgson, at Nottingham on Monday. It was the third and final day of the hearing of an application by Conways Sand and Gravel, Ltd., Rushden, Northampton, for a B licence with 250-mile radius for 52 tippers of 206 tons 6 cwt. There were 105 objectors and this figure, suggested Mr. A. C. Rothera, was not a tenth of the number who would have objected had they been aware of the wide terms of the application.

Whether a head transport contractor on major civil engineering projects should receive licences for his own vehicles to do the work, or should be required to employ those with suitable existing licences, were among the points argued during the hearing.

Mr. James Briggs, of Potteries Independent Transport, said he saw no objection to having a head contractor, but felt that if extra capacity was needed, vehicles already licensed should be employed.

When there were exceptional requirements in the Metropolitan area, said Mr. G. W. Mapp, transport manager of M. R. Cawley, Ltd., Luton, the Licensing Authority would contact the Road Haulage Association to ascertain availability. The Association provided the tonnage, if they could, from among the existing licensees. If it was not available the Association would support the issue of short-term licences.

Mr. Mapp said he had seen gipsy women complete with gold earrings driving tippers on big contracts. On the M1 construction unlicensed vehicles had been used. In the Metropolitan area licences were granted for the work there and vehicles should not be brought in to swamp local operators.

2,500 Tippers

Mr. Rothera stated that the tipper group of the R.H.A. East Midlands Area had a membership of 350 with approximately 2,500 tippers.

Mr. A. W. Balne, for B.T.C., said the application sought to introduce a new principle into licensing—that the applicants alone should be authorized to draft any number of vehicles up to 52 to any part of the country which suited them.

If granted, the application would be corrosive of the whole licensing system. If successful, the application would prevent other licensing authorities from exercising their jurisdiction over particular projects in their own area.

The system would mean nothing at all if the authorities gave licences for vehicles to be drafted from district to district. He had not been able to establish whether Conways were anything other than transport arrangers.

A B licence for 52 vehicles would be asked in respect of work of which not one bit arose in the East Midlands area, said Mr. Rothera. The applicants wanted to put their own vehicles on this licence, a thing that could only be done at the expense of the existing operators. Conways would be given an itinerant fleet and would rely on local operators only when necessary.

If granted, Conways would be at liberty to take part in smaller work as well as the bigger contracts.

Having obtained contracts it was the responsibility of Conways to go to the R.H.A. and other organizations for facilities. If there were still vehicles required they should support the operators' application for added capacity. It would be contrary to licensing principle to enable vehicles to go to any area where motorways might be constructed without giving other licensing authorities the opportunity to consider the matter. The application should be refused.

Mr. E. S. Fay, Q.C., for the applicant, said two questions arose. First, should Conways have a permanent single licence instead of different licences in different areas for different jobs? Secondly, if so, what protection should be imposed for the benefit of the objectors? To comply with the law, it was right that the application should have been made in the East Midlands area where the applicants' permanent operating centre was situated. Mr. Fay quoted appeal decisions in support of his statement.

"Matter of Policy"

The big civil engineering contractors desired, as a matter of policy, to have their transport on the spot operated by large transport contractors rather than by large numbers of small people. There was no excess in the country of the type of transport required by these contractors.

Conways were asking for authority to go on doing what they had been doing. There was a new type of organization developed to meet a new form of demand. The objectors did not lay themselves out to perform this work and to follow it around the country.

Having had their business working so long, Conways should be allowed to take their place on a permanent basis and not just on short-term B licences. Protection for the smaller operator was largely a matter of definition. Mr. Conway did not want to disturb the balance of work unless one of the exceptional jobs came into an area.

There was no hidden desire to invade objectors' territory, but only to bring vehicles in to deal with exceptional contracts whilst leaving the bread and butter work untouched.

Driving Contest Round at Croydon

SO many requests have been made for the holding of a further eliminating round of the "Lorry Driver of the Year" competition in the London area that Mr. Donald Waite, of the Road Haulage Association's Metropolitan and South Eastern area office, has provisionally booked Croydon Airport as the venue for a second eliminating round on Sunday, July 23.

Mr. Waite has written to potential entrants asking if they would be interested in taking part in an eliminating round at Croydon Airport, and a decision will be made when it is known if the support would make the Croydon venture worth while. Last year's Stepney round was heavily criticized.

Meat Traders Call for Simplified Small Van Records

A MIDLANDS resolution advocating a "once and for all" certificate for C-licensed vehicles of 25 cwt. unladen weight or less in lieu of the present vehicle log book was passed at the National Federation of Meat Traders Associations' conference at Torquay on Monday.

Mr. A. T. Moss (Birmingham), proposing the resolution, said that a once and for all certificate was the only sensible answer to the "completely useless compiling of daily vehicle log books by traders who are engaged in work of a repetitive nature."

The present system was quite farcical, he said.

This suggestion would also dispense with the "silent checks" now in operation—where a vehicle log book was sent for and checked against a vicinity the vehicle was seen to be in some time previous. If the log book did not tally with the place, a prosecution might follow.

[Proposals for such records were made to the Minister of Transport about a year ago. The Minister has since said he is "considering" the proposals. *The Commercial Motor* has repeatedly urged their adoption.—Ed.]



The new standard livery adopted for all vehicles operated by A. Packham and Co., Ltd., Highbury Grove, London, N.5., for both trunking and local distribution services throughout Southern England. The background colour is blue, lettered in white, with bright yellow panel lettered in blue and the "TV" symbol is black, yellow, blue and white. Mr. A. Packham, managing director, asks: "How long does a repaint last? We tried every possibility, but found nothing that was practical and reasonable in cost. I challenge the bodybuilders, paint manufacturers and plastics industry to come up with an effective answer that is not prohibitive in cost."

T.R.T.A. Appeal For "Merchandise Moderation" From C Licensees

REFERRING to the Merchandise Transport case at the T.R.T.A. West Midland Division annual general meeting on Monday, Mr. S. C. Bond, president of the Association, said that the case might lead to re-examination of the entire licensing system and that this might be prejudicial to the C licence operator. It was to be hoped that the apparent loophole in the licensing regulations would not be abused.

In a comment on the Road Safety Bill, Mr. Bond said the Association were in general agreement with the Minister of Transport, but considered that the penalty for speeding could be too harsh in that it allowed disqualification for a first offence.

After reviewing proposals for loading and unloading regulations in the London area, Mr. Bond said it was to be hoped that the diversion of through traffic from congested areas in Burton-on-Trent would prove successful. This system could be applied to some, if not all chief centres of population.

If the suggestion that vehicle tax should be based on ton miles were accepted, it would increase the tax burden on commercial vehicles to the relative advantage of the car.

Whilst the Association were not

opposed to the principle of tolls for special projects, it would oppose tolls for ordinary roads, including motorways.

Guest speaker at the meeting, Mr. C. E. Jordan, immediate past chairman of the West Midland Division, said that the railways could not compete with road transport in regard to cost. If C-licensed vehicles remained unrestricted it would be necessary to subsidize the railways. Docks traffic by rail was unreliable and was likely to continue to be unreliable.

Bus Pay Strike Threat Called Off

FROM OUR INDUSTRIAL CORRESPONDENT

THE strike threat by 100,000 private company busmen in the provinces was lifted this week. Leaders of the six unions involved decided instead, by a majority vote, to refer the dispute over higher pay and improved conditions to arbitration.

The suggestion to go to arbitration came originally from the employers. In fact, it was the only new proposal to come out of an eight-hour meeting of the National Council for the Omnibus Industry. It was promptly rejected by the unions.

However, the employers bluntly refused to make any monetary offer whatsoever.

BIG SOUTH AFRICAN ORDER FOR A.E.C.

AN order valued at more than £330,000 has been placed with A.E.C., Ltd., by A.E.C. Vehicles (S.A.), Ltd. One hundred goods and passenger chassis of various designs are called for, including 36 Regal Mark IV, 16 Ranger and four Reliance passenger chassis.

Goods vehicles in the order are 24 Monarch and 12 Mandator four-wheelers and eight Mammoth Major eight-wheelers. In addition to the goods and passenger chassis, the order includes 30 AV.690 oil engines for South African Railways and Harbour Board.

Even the arbitration proposal was a step forward from the position they had previously taken up in talks with Ministry of Labour conciliation officers.

Since a board of arbitration has already been set up to hear the parallel claim on behalf of 70,000 municipal busmen—it met for the first time on Wednesday—there is now a danger of two tribunals awarding different amounts for similar claims.

It is possible, however, that Sir Ronald Morison, Q.C., who is hearing the municipal claim, may also be asked to decide in the matter of the private companies dispute.

Men in the News

MR. R. W. K. BLAGBROUGH has been appointed secretary of the Electric Traction Section of the British Electrical and Allied Manufacturers' Association.

MR. J. M. BALDOCK, chairman of Lenscrete, Ltd., and a former Tory M.P. for the Harborough division of Leicestershire, has accepted an invitation to join the board of CIBA United Kingdom, Ltd.

MR. A. A. BRUNEAU and MR. R. J. MOYSE have been appointed to the board of Alcan Industries, Ltd. Mr. Moyses was appointed chief financial officer and treasurer of the company last year, and Mr. Bruneau joined Alcan Industries (then Northern Aluminium Co., Ltd.) last year as secretary.

MR. J. D. CAMPBELL and MR. H. N. W. D. CARTER have been elected to the board of Mann Egerton and Co., Ltd. Mr. Campbell is director and general manager of one of the company's subsidiaries, W. H. Johnson and Sons, Ltd., King's Lynn. Mr. Carter is general manager of one of the company's depots in Norwich.



Mr. J. A. Land

MR. J. A. BARKE and MR. H. H. JEFFRIES have been appointed executive directors of the Ford Motor Co., Ltd. Mr. Barke joined the company in 1932. In 1948 he was appointed manager of the Leamington Foundry and five years later, upon the acquisition of Briggs Motor Bodies, Ltd., he became director and general manager of that subsidiary. He was appointed director of Product Divisions with responsibility for all sales activities in both the domestic and export markets in April, 1959. He is also a director of British Indestructo-Glass Ltd. Mr. Jeffries joined the company in 1932. He became general works manager at Dagenham in 1953 and general manager of the Chassis Manufacture Group in 1955. He took up his present appointment as director of manufacture, with responsibility for all manufacturing activities, in April, 1959.

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MR. A. E. KNIGHT, traffic superintendent with West Hartlepool Corporation, has retired after 41 years' service.

MR. R. E. MOORE has been appointed secretary of the Institute of Metals to succeed Lt.-Col. S. C. Guilan who retires on April 30. Before joining the Institute of Metals, Mr. Moore was assistant to the Registrar of the then recently formed Institution of Metallurgists.

THE HON. BRIAN ROOTES, managing director of Rootes, Ltd., left London Airport on Sunday on a seven-week sales tour which will take him to 10 countries in North and South America. At the end of his American tour, Mr. Rootes will switch his search for new sales to Eastern Europe where he will visit Moscow for the British Trade Fair, at which Rootes are providing the largest display of cars and commercial vehicles.

MR. J. A. LAND, technical manager of the Rootes Group, has been appointed to the Export Divisional Board. Mr. H. DIXON-BARRATT has joined the Group as overseas commercial vehicle representative at Devonshire House, an appointment conferred also on Mr. P. A. MACCARTY, who has been transferred from Commer Cars, Ltd. Mr. L. T. SHOOSMITH has been transferred from Humber, Ltd., to Rootes, Ltd., and has been appointed overseas service representative, specializing in oil engines.

MR. J. B. BURNELL, operating manager (Central Road Services, London Transport), is to retire on July 8. He has been responsible since 1945 for the operation of London Transport's Central buses and since 1948 for both Central buses and trolleybuses—and also for trams between 1948 and their final withdrawal in 1952. Mr. Burnell joined the London General Omnibus Company in 1926 as a traffic observer. In May, 1940, he became divisional superintendent, Eastern Division, Central buses, and in October, 1945, operating manager, Central buses. He was made operating manager, Central Road Services in November, 1948.

Forthcoming Events

April 18-21.—Scottish R.P.T.A. Conference, Turnberry, Ayrshire.
April 22-23.—British Coach Rally, Brighton.
April 26.—T.R.T.A. London and Home Counties annual meeting, Criterion Restaurant, Piccadilly.
May 1.—T.R.T.A. Annual Dinner, Grosvenor House, Park Lane.
May 10-12.—Institute of Materials Handling, Second International Conference, Southampton.
May 11-17.—International Union of Public Transport Congress, Copenhagen.
May 16-18.—Public Transport Association Annual Conference, Eastbourne.
May 23-25.—National Association of Furniture Warehousemen and Removers Annual Conference, Turnberry, Ayrshire.
May 29-June 7.—Institute of Transport visit to Belgium.
June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
June 12-15.—Vehicle Builders' and Repairers' Association Annual General Meeting and Conference, Rothesay, Isle of Bute.



Mr. J. B. Burnell

MR. GEOFFREY D. LAVERS has been appointed assistant managing director of the parent company of the Hargreaves Group of companies, whose interests include transport, fuels and road materials.

MR. T. W. JACKSON, of Key Warehousing and Transport Co., Ltd., Hull, has been re-elected chairman of the National Conference of Road Transport Clearing Houses. Mr. R. W. TREE, 20th Century Transport, Ltd., and Mr. S. MARSH, Transmotors, Ltd., are re-elected vice-chairmen and Mr. STEVE EASTMEAD, of S. Eastmead, has been re-elected honorary treasurer.

Obituary

WE record with deep regret the deaths of MR. ROBERT A. WARD and MR. J. H. MALE.

Mr. Ward was founder and governing director of Ward Transport and Shipping, Ltd., Dronfield, Derbyshire. For many years he was associated with the transport and shipping firm of Henry Johnson Sons and Co. (U.K. Branches), Ltd.

Mr. Male, chairman of Male and Son (Pensnett), Ltd., was 65. He was deputy chairman of the R.H.A., West Midland area, and was an honorary member of the Association. For many years he was National Vice-Chairman and at the time of his death he was serving on the National Council.

June 15-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.
September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
September 21-October 1.—Frankfurt Motor Show.
October 5-15.—Paris Motor Show. (Cars only.)
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-28.—Earls Court Motor Show.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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May 29-June 1.—Institute of Transport Congress, Cardiff.

6d. Extra on Top Deck

AN application by Bradford Transport Department to charge top-deck passengers on their city tours 6d. more than on the lower deck caused raised eyebrows at the Yorkshire Traffic Commissioners' Court at Leeds on Monday.

Mr. L. L. Christie (Corporation Traffic Superintendent) gave evidence that although it was sought to extend the period of operation of the tours at holiday times to include Whit Tuesday, it had proved extremely difficult to load the lower deck, and by making a differential fare of 3s. and 2s. 6d. the department felt they would be better able to do so.

Granting the application, the chairman, Major F. S. Eastwood, commented: "You will have to label them 'saloon' and 'tourist'!"

"Rail Rates Too Dear"—Farmer

A FARMER in a substantial way of business, who said he was in dispute with the railways over the amount charged by them for the delivery in bulk of animal feeding stuffs, supported an application to the Western Licensing Authority at Bristol on Monday by Mr. R. L. Starr, of Victoria Road, Frome, who applied to add one tipper to his existing fleet of two. The vehicle was at present on C licence.

Mr. P. A. Crees, the farmer, said he bought feeding stuffs in bulk for delivery all over the West and Southern counties. Hitherto he had an agreement with British Railways who charged him 1s. 6d. a ton for delivery at the farm, but recently they had increased this charge and he was asked to pay 6s. 9d. a ton for delivery to a farm "half a mile down the road." He had disputed the rate and now owed the railways £200.

The application was granted subject to the parties concerned agreeing to continue to use the railways until a settlement had been reached, the licence to be endorsed: "Goods of Crees Bros., as required, excluding Avonmouth and Cardiff."

Lo.T. ELECTIONS

MR. C. R. BENNETT has been elected chairman of the Merseyside and District Section, Institute of Transport, in succession to Mr. H. Aldcroft. Other appointments for the ensuing year: vice-chairmen, Mr. W. M. Hall, Mr. A. S. Mountfield and Mr. R. Whatling; hon. secretary, Mr. W. K. Nicholas; assistant hon. secretary, Mr. J. B. Fitzpatrick; hon. treasurer, Mr. W. S. Finlayson; hon. auditor, Mr. J. J. Parkes.

EAST MIDLAND R.H.A. OFFICERS
CHAIRMAN: Mr. J. Allsop, Edward Allsop, Ltd., Leicester. **Vice-chairmen:** Mr. H. Bradshaw, J. Bradshaw and Sons; Mr. R. M. Eales, W. G. Eales (Transport), Ltd.; Mr. J. Kirby, Federated Road Transport, Ltd. **National Executive:** Mr. T. Dabbs, Tower Hill Transport, Ltd.

London Transport to Try Out Longer Buses

LONDON Transport has ordered 24 Routemaster buses of 30 ft. length, 2½ ft. longer than the standard Routemaster length of 27½ ft. They will seat 72 passengers, as compared with 64 in the present Routemasters. The order has been placed so that London Transport can try out higher capacity buses under Central London conditions. The present legal maximum length for double-deck buses is 30 ft. Delivery of the 24 experimental buses will start in June.

R.H.A. Will Fight New Traffic Bill

THE Government must bring speed limits for commercial vehicles more in line with the capacity of modern units, and take speeding out of the list of offences for which, under the new Bill, drivers would be automatically disqualified after three convictions within three years.

This was stated by Mr. J. B. Mitchell, national chairman of the Road Haulage Association, at the annual luncheon of the East Midland Area at Nottingham on Tuesday.

He added that many present speed

limits were absurd and although the Government's intentions were good, the effect of these provisions in the Bill could only be bad. The R.H.A. would do all in their power to oppose their retention.

Developing the same theme, Mr. G. K. Newman, the association's secretary-general, said that members should not delude themselves that the "special reasons" for not imposing disqualification would include driving for a living. Speaking as a lawyer he was satisfied such reasons would have to be extraordinary to escape disqualification.

Cutting Out the Link

OVER 20 prospective passengers wishing to go to Clacton for their holidays supported joint applications by Yellowway Motor Services, Ltd., and Premier Travel, Ltd., at Manchester on Tuesday. The applicants wished to operate express services from Blackpool and Blackburn to Clacton, via Leicester. The services would also cater for members of the public from Clacton, Cambridge, Colchester and Haverhill, who wished to travel to Blackpool.

Mr. F. D. Walker, for the applicants, stated that they wanted the period of operation to be from the Friday before Whit Monday to the last Saturday in

September. Departures would be in each direction on Friday night and Saturday morning. After the two services converged on Manchester their routes and timetables would be identical.

Since 1955, a link service had been operated from the North to Leicester by Yellowway and then onwards by Premier Travel. The principal reason for the application was to eliminate the change at Leicester.

The application was opposed by W. Robinson and Sons, Ltd., of Great Harwood, who operate an inclusive seven day tour to Clacton.

The case is to be continued.

No Room at the Inn

SO great was the difficulty in obtaining hotel accommodation in Chester, Glasgow and Edinburgh that the Windsor Touring Co., Ltd., had had to rearrange two Scottish tours they were licensed to run from Windsor, and were obliged to ask for permission to extend their eight-day tour to nine days and the 12-day tour to 14 days, the South Eastern Traffic Commissioners were told at Reading last week.

There were objections to the application from four companies—Glanton Tours, Ltd., Wallace Arnold Tours, Ltd., Workers' Travel Assoc., Ltd., and Southdown Motor Services, Ltd.

After an adjournment for the two sides to hold a discussion, the Commissioners were told that the objectors would withdraw their opposition if the applicants would operate only one coach on each of the tours they proposed to run during the summer. They also reserved the right to enter objections when the Windsorian Co.'s tours licence was due for renewal in November.

After hearing that those conditions were

acceptable, the Commissioners granted the application subject to the undertaking stipulated by the objectors.

B.T.C. RECEIPTS UP

TRAFFIC receipts for road passenger services of the British Transport Commission for the four weeks to March 26 were £4,590,000, compared with £4,251,000 for the corresponding period last year. Receipts for Provincial and Scottish buses were £4,481,000, against £4,184,000.

MICHELIN FACTORY IN NIGERIA
NEGOTIATIONS have now been completed between the Michelin Tyre Co., Ltd., of Great Britain and the Government of the Eastern Region of Nigeria for the building of a tyre factory in that region.

T.R.T.A. AREA ELECTIONS

SOUTHAMPTON and District Area: chairman, R. Cull (James Duke and Son, Ltd.); vice-chairman, G. Orsborn (Southern Counties Agricultural Association); hon. secretary, E. G. Wyatt (S. B. Lowman and Sons, Ltd.).

"Abnormal and Indivisible" Clash at Newcastle

ANOTHER attempt is to be made to have the law more clearly defined in relation to loads described as "abnormal and indivisible." Sunter Bros., Ltd., of Northallerton, on Monday, appealed to the divisional court against a conviction by Newcastle upon Tyne magistrates for permitting a vehicle to be overloaded. In the same court, a charge against the Cleveland Bridge and Engineering Co., of Darlington, for aiding and abetting the overloading, was dismissed.

For the prosecution, Mr. R. G. Gray told the magistrate that though the facts themselves were simple, important issues of law were involved. The offence took place at Stannington in Northumberland on January 5, where an articulated pole vehicle belonging to the company was stopped by the authorities and found to weigh 31 tons 7 cwt.—7 tons 7 cwt. heavier than the regulations allowed. The vehicle was carrying two-deck panels for the Cleveland Bridge Co.

Explaining the law, Mr. Gray said that the vehicle, in the contention of the prosecution, was not carrying an abnormal and indivisible load within the definition contained in the "Motor Vehicles Authorization of Special Types General Order 1955." In other words, the overall weight of the vehicle could be only 24 tons.

Definition

Mr. Gray said that the definition of the phrase "abnormal and indivisible" had been considered before the divisional court in January, when the Lord Chief Justice had ruled that the phrase meant "some large piece of machinery, such as a boiler, which cannot in any ordinary sense be divided into two smaller loads without the expense of pulling the machinery to bits or considerable risk of damage to it."

In that case there had been 10 separate articles, but in the present case there were only two girders, which had never been one, entity and never would be. The prosecution contended that the previous section should have been carried individually in order to comply with Construction and Use Regulations.

No Dispute

Dealing with the summons against the Cleveland Bridge Co., there was no dispute that they had supplied and loaded the vehicle. At the date of the offence they knew that such vehicles carrying two sections were contravening the regulations, because on December 14 they had written to the Northern Licensing Authority asking him to authorize the carriage of two sections on one vehicle, notwithstanding that the weight limit would be exceeded. They had suggested that they were prepared to bolt the girders together in order to comply with the law.

"They received a reply making it clear that the authority had no power to authorize this," he continued.

Giving evidence, Mr. T. White, a weight inspector for the County Council, said that the length of the load was 59 ft.

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* In an exclusive interview after the hearing, Mr. Sunter told *The Commercial Motor* that he intended to appeal to get the matter decided "one way or another." It was also learned that tractors and trailers carrying two bridge sections were still being allowed to pass through the county.

* In the same court on the same day, Siddle C. Cook, Ltd., and one of their drivers, pleaded guilty to operating an overloaded vehicle in September of last year and were fined £25 and £5 respectively.

There was an overhang of 10 to 11 ft. beyond the rear axle. He told Mr. T. H. Campbell Wardlaw, for Sunters, that the vehicle was capable of carrying the load, and agreed that if it had operated under the Construction and Use Regulations no offence would have been committed if the pole had not been superimposed on a tractor.

The Difference

Mr. Wardlaw: "If it had been simply a vehicle and trailer, they would not be before the court today?" Mr. White agreed.

Mr. Thomas Sunter, managing director of Sunter Bros., said in evidence that it was essential that the sections were transported in pairs because one girder was more slender than the other, and the larger section was required to act as a splint for the smaller one.

As soon as the "difficulty" arose of overloading, the company had had to hurriedly think of another means by which the sections could be moved and they were now using a lorry and trailer—virtually a pole trailer with the pole cut in two, and in this manner they were able legally to operate with a load of up to 32 tons.

Carrying 32 tons

Mr. Wardlaw: "It is generally agreed that if you uncouple the pole from the tractor portion, you can carry 32 tons—but not very safely?" Mr. Sunter agreed. "It is better to take it as an articulated vehicle," he added.

Giving judgment, the magistrates said they realized that this was a special type of case, but they found the charges proved. Sunter Brothers would be fined £10 and the driver who was in charge of the vehicle £2.

Orders and Deliveries

CABLE CHIEFTAINS: British Insulated Callenders Cables, Ltd., have ordered another three Albion Chieftain-Scammell tractive units.

MERCURIES IN IRELAND: Commercial Road Vehicles, Ltd., of Dundalk, Eire, have ordered 25 A.E.C. Mercury chassis for Coras Iompair Eireann. These are to be supplied in CKD form for assembly by Commercial Road Vehicles, Ltd.

DEVON GENERAL ALBIONS: Three Albion Nimbus single-decker buses ordered by Devon General Omnibus and Touring Co., Ltd., are to have 30-seater bodywork by Thomas Harrington, Ltd., of Hove.

INSULATED EIGHT-WHEELERS: 31 A.E.C. Mammoth Major eight-wheelers ordered by T. Wall and Sons (Ice Cream), Ltd., are to have insulated bodies for the long-distance transport of ice cream. T. Wall and Sons (Meat), Ltd., have ordered nine similar vehicles which will also have insulated bodies for bulk delivery of meat products.

REIVER FOR COAL: Five Albion Reiver six-wheelers have been ordered by F. King, Birmingham, coal merchant.

WIDNES TITANS: Widnes Corporation have ordered a further two Leyland Titan PD.40 double-deckers with synchromesh gearboxes and vacuum brakes.

BIG TIPPER ORDER: An order worth £60,000 placed with Leyland Motors, Ltd., by Genefax Transport, Ltd., of Sheffield, is for 10 Leyland Comets, four Albion Reiver six-wheelers and four Leyland Octopus eight-wheelers. Tipping bodies are to be fitted.

FARMERS' ALBIONS: Three Claymore and two Chieftain chassis have been ordered by the Preston and District Farmers' Trading Society, Ltd.

Micrograms . . .

New Showrooms have been opened by F. Kirkby and Co., Ltd., in Dockin Hill Road, Doncaster.

New Office: Astley Industrial Trust Ltd., have opened a new office at Westminster Buildings, Theatre Square, Nottingham. In charge is Mr. John R. Bell.

Unveiled: Two murals commissioned from Anna Zinkeisen were unveiled at the head office in London of Blundell, Spence and Co., Ltd., last week, to commemorate the company's 150th anniversary.

Pirelli in Russia: A contract has been signed between Pirelli S.p.A. of Milan, Italy, and the Soviet organization Technashimport by which Pirelli will supply a complete plant for production of Cintura tyres in the U.S.S.R.

Push-rod Order: The Screw Division of Guest Keen and Nettlefolds (Midlands), Ltd., have received an order from Ford-Werke, Cologne, Germany, for a large quantity of engine push rods. Push rods are already supplied to the British Ford company.

Nylon for Safety: Car safety harness suitable for use by operators of fleets of cars and light vans is one of the main items being shown by British Nylon Spinners, Ltd., at the exhibition to be held in conjunction with the National Industrial Safety Conference at Scarborough, May 12-14.

Traders to Probe Traffic Troubles in East Midlands

A PROBE into traffic troubles in the East Midlands urban areas is being made by East Midlands Division of the Traders' Road Transport Association. This is disclosed in the Division's annual report submitted at the annual meeting at Nottingham, yesterday, and is signed by Mr. K. C. Turner, divisional chairman, who is also deputy president of the T.R.T.A., and Alderman W. G. E. Dyer, divisional secretary.

In recent months, it was stated, the Divisional Committee had been engaged in drawing up a schedule of proposals for ring-roads and other projects designed to bring relief to congestion in urban areas.

"This is a matter which is still in the process of negotiation and the strongest possible pressure is being brought to bear on the authorities to give their urgent attention to this grave problem," says the report.

"The problem of traffic congestion is not merely one of keeping traffic moving; it is also one of fulfilling the purpose for which traffic moves.

"There is an increasing tendency on the part of local authorities to formu-

late proposals to ban the loading and unloading of goods vehicles during certain hours. Your committee has spent many hours in earnest deliberation of this aspect of transport operation and cannot resist the conclusion that there is considerable danger that the wide use of this practice could only, in the ultimate, add to the very congestion it is designed to relieve."

Successful Tour

AFTER a round-the-world-in-40-days' sales tour during which he obtained 1m. dollars-worth of orders, Baron Rolf Beck, chairman of the Slip Group of Companies, has returned home to forecast a world boom in the next 18 months. He reports a great upsurge in consumer demand in countries where living standards are now rapidly improving, such as in Japan, Africa, Pakistan and Malaya.

The 1m. dollars-worth of orders he secured for the Slip Group, makers of Molyquip and other fuel additives, is expected to increase to 5m. dollars-worth in the next two years.



The 200,000th Bedford CA van was recently produced. It is seen here on its way to a British dealer.

Worldmasters to be Made in Yugoslavia

AN agreement has been signed between Leyland Motors, Ltd., and Industrija Motora Rakovica of Belgrade, Yugoslavia, for the latter company to have manufacturing rights for the next 10 years to produce the Leyland Worldmaster underfloor-engined passenger chassis and the Leyland O.680 oil engine, which is used to power the Worldmaster bus.

Coupled with the agreement is the placing of an order to the value of over £1m. by Industrija Motora Rakovica for 160 Worldmaster complete buses and spares.

Their specification includes the LERT1.1 chassis with an 18-ft. wheelbase, suitable for a 34-ft.-long body, exhaust brakes and a 4-speed semi-automatic gearbox with a special hill-holding device that enables the bus to pull away smoothly on a steep hill.

The bodies, which will be built by Metropolitan-Cammell-Weymann, Ltd., are of the "standee" type with seats for only 23 people, but with standing room for 100 passengers.

Big Refrigerated Artic Produced in Scotland

AN articulated 1,000-cu.-ft. refrigerated van, based on a 25-ft.-long Scammell straight-framed 12-ton semi-trailer with Scammell automatic coupling under-carriage, has been placed on the market by S.M.T. Sales and Service Co., Ltd. At £2,950, the new unit has already attracted attention from food distributors and fish trade interests in Scotland. Orders valued at £100,000 have been taken for the new model, and production is being geared to produce two to four vans a month. A feature of the unit is that the semi-trailer is fully self-contained. The refrigeration equipment does not rely on power from the prime mover, thus allowing it to be left for a reasonable period of time, extending to five to six days, without harm.

Originally designed for the Scottish market only, the van has attracted such attention from English users, say S.M.T. Sales, that development in England is anticipated.

New Semi-trailer From Scammell

A 12-ton-capacity, single-axle semi-trailer for use with tractive units having fifth-wheel couplings has been introduced by Scammell Lorries, Ltd., Watford. Lengths of 23 ft. and 25 ft. are available.

The new semi-trailer has 7-in. by 3-in. section rolled steel channel side-members with five cross-members, three of them tubular, welded to the side-members.

Suspension is through semi-elliptic leaf springs and 9.00-20 12-ply tyres are fitted. Vacuum, air-pressure or a combined system of brake operation can be provided for the 15½-in. by 5-in. Girling two-leading-shoe brake units.

Overall width of the semi-trailers is 7 ft. 5½ in. with a frame height of 4 ft. 1½ in. laden and 4 ft. 3½ in. unladen. Headboards 2 ft. 6 in., 3 ft. 6 in. and 4 ft. 6 in. high are available.

Welsh Fares Appeal

THE appeal to the Minister of Transport by 31 local authorities in South Wales in the long-standing dispute with the South Wales Transport Co., Ltd., and Western Welsh Omnibus Co., Ltd., over fares increases, started in Cardiff on Wednesday.

In April last year, the South Wales Traffic Commissioners granted the bus companies authority to increase fares, but the protesting local authorities were notified on September 6 that the Minister had allowed their appeals against the increases.

In the meantime, it was estimated, the bus companies had collected some £58,000 from passengers in respect of the increases, since disallowed. The authorities then held a meeting to make proposals to the Traffic Commissioners on how to get the money back to the travelling public.

Threat of Fierce Competition

AT the annual dinner of the Northern Section of the Institute of Transport, at Newcastle upon Tyne, the Institute president, Mr. K. W. C. Grand, said that the Government's White Paper on the future of nationalized transport could lead to an era of fierce competition.

Under the proposals, enterprises within the British Transport Commission would not only be competing with other forms of transport by road, air and sea, but also with each other. These proposals were causing concern to the Institute of Transport.

Whatever proposals were approved by Parliament, the redistribution among various new statutory bodies of the present Commission would involve a formidable administrative exercise. They hoped that afterwards, however, the nationalized sector of the transport industry would be able to enjoy a long period of stability and ordered development.

Wasteful competition in the transport industry produced more services than were necessary.

New Transport Companies

G. Morris Haulage (Chingford), Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

Altmata Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

B. Warrington (Haulage), Ltd. Cap. £100. Dirs.: B. Warrington and J. Warrington, 44 Waterloo Road, Pudsey, Yorks. Reg. office: 44 Waterloo Road, Pudsey.

Coopers Removals, Ltd. Cap. £6,000. Dirs.: R. E. Pick, Hamilton Grounds, Barkby Thorpe, near Leicester. Sec.: K. V. Bowden. Reg. office: 3 Loughborough Road, Leicester.

Norwich Coachworks, Ltd. Cap. £6,000. Subs.: J. E. Fuller, "Gaywood," Orchard Close, Thorpe, Norwich, and E. A. Carter, 15 Plumstead Road East, Norwich.

James Powell, Ltd. Cap. £100. Dirs.: L. H. Brooks, 65 Blandford Street, London, W.1, and J. Powell.

Farana Transport, Ltd. Cap. £100. Subs.: S. Hart and A. Hart, Imperial House, Kingsway, London, W.C.2. Sec.: S. Hart. Reg. office: 713 Imperial House, Kingsway, London, W.C.2.

Austin Newton, Ltd. Cap. £20,000. Dirs.: A. Newton and Mrs. E. A. Newton, Longacre Farm, Woodley, Cheshire, Mrs. M. A. Jones and N. E. Newton. Sec.: M. A. Jones. Reg. office: Longacre Farm, Stockport Road, Woodley.

John Darbyshire (Transport), Ltd. Cap. £10,000. Dirs.: J. Darbyshire and A. P. Darbyshire, "Brook House," 110 Grappenhall Road, Stockton Heath, Cheshire, R. L. Darbyshire, "The Laurels," Station Road, Sutton Weaver, near Frodsham, and W. Asle, 112 Grappenhall Road, Stockton Heath. Sec.: W. Asle. Reg. office: "Brook House," 110 Grappenhall Road, Stockton Heath.

A. H. Warwick, Ltd. Cap. £100. Dirs.: A. H. Warwick and A. M. Warwick, "Tullaskagh," Grange Road, Hazlemere, High Wycombe. Sec.: T. A. Herbert. Reg. office: "Tullaskagh," Grange Road, Hazlemere, High Wycombe.

Shitship, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

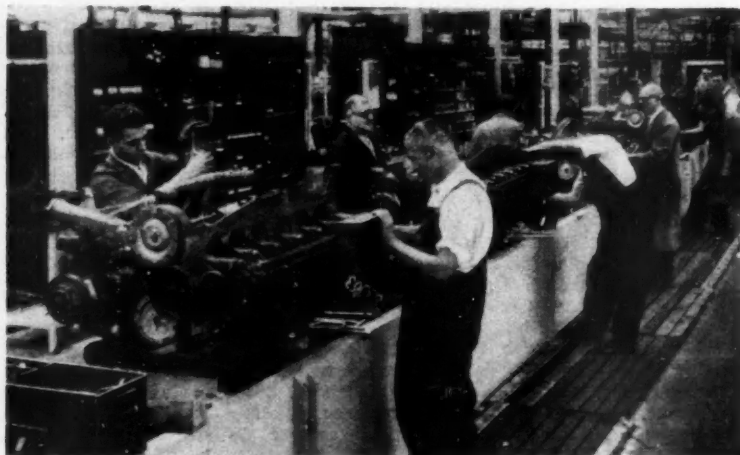
Edmund Proctor, Ltd. Cap. £1,000. Dirs.: J. L. Proctor, 35 Tythebarn Street, Darwen, Lancs, B. E. Proctor, Bent Hall Farm, Bull Hill, Darwen, B. Shorrocks, E. Proctor and B. Proctor. Reg. office: Bent Hall Farm, Bull Hill, Darwen.

Anglo Irish Removers, Ltd. Cap. £100. Dirs.: J. L. Mason, 33 Heathfield Road, Liverpool, 15, and S. P. Mason, 7 Rose Lane, Liverpool, 18. Sec.: S. P. Mason. Reg. office: 127 High Street, Wavertree, Liverpool, 15.

Morris Bros. (Stratford), Ltd. Cap. £100. Dirs.: F. W. Morris, 87 Raycroft Avenue, Barking, and G. W. T. Morris, 12 Markhouse Avenue, London, E.17. Sec.: F. W. Morris. Reg. office: 38 Blith Road, London, E.15.

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London Transport Overhaul Works Reorganized



Flow-production in the engine-overhaul shop at Chiswick.

LONDON TRANSPORT'S bus and coach overhaul works at Chiswick have been completely redesigned and reorganized internally on modern flow-production lines to enable them to handle their present-day commitments with maximum efficiency.

The works came into use in 1921 to handle the overhaul requirements of a fleet of 4,000 vehicles, but because of a rapid increase in the size of the bus and coach fleet, and the design of vehicles becoming more complex, a substantial increase in overhaul facilities became an urgent necessity.

To meet these needs, the Aldenham Works were built as the new centre for overhauling bus bodies and chassis, while the Chiswick Works were reorganized to deal more efficiently with the overhaul of the mechanical and electrical units. The reorganization started in 1955 and has been carried out without interruption of normal activities. The cost of the work has been £1½m.

Items for overhaul entering the works from Aldenham, or the garages, are received in an inwards bay and as they enter the shops are given a primary wash to remove external dirt. In certain cases, the units are then given a preliminary inspection to determine the probable degree of overhaul.

Parts are then passed forward for secondary cleaning and they then pass to Preview, which determines whether they

are suitable for further use or, if not, what process of reconditioning is required. Parts not capable of economic repair are scrapped and replaced from the New Material Store.

Parts for reconditioning go either to the Plating Shop where they are built up by electro deposition of nickel or chromium or to the Welding Shop, where units are built up by gas or electric welding. This shop is also equipped with metal spray equipment.

The reconditioned parts, together with new parts and those fit for issue as received, pass to the Pre-assembly Stores, where assembling of units follows normal manufacturing lines, after which the completed units are held in the Units Despatch Stores for issue to the user on a one-for-one exchange basis.

Assembled engines pass to the Test House where they are given a power run before being sent to the Units Despatch Stores. Gearboxes after assembly are also tested under load in special test chambers. Unit shops deal also with the overhaul of fuel injection pumps, pressure brake equipment, batteries and the electrical equipment of buses. Road springs are completely overhauled in the Spring Shop.

The Chiswick Works has its own Tool Room which deals with the manufacture and maintenance of all special purpose jigs, tools and fixtures used at Chiswick and Aldenham.

African Students to Visit Telehoist

AS a preliminary to the Duke of Edinburgh's Commonwealth Technical Training Week, starting on May 29, Telehoist, Ltd., are inviting a party of West African engineering students to visit their Cheltenham factories next week, during the university vacation.

Ten students from Ghana, Nigeria, Sierra Leone and the Cameroons will make up the party, and they will tour both the main factory where vehicle tipping gears and steel bodies are manufactured, and the industrial hydraulics plant in Tewkesbury Road.

Road and Rail Agreement Should be Honoured

AN interesting point concerning Road and Rail Negotiating Committee Agreements was raised at Bristol last week when E. E. Hughes and Sons, of Kingsland, Blakeley, nr. Gloucester, were granted a new B licence for one vehicle, "Caravans within a radius of 300 miles of operating centre." The application was opposed by British Railways and three private enterprise operators. Mr. T. D. Corpe, for Hughes, pointed out there had been an agreement reached at the Negotiating Committee, the terms being "Caravans to and from Licensee's own site—300 miles." British Railways had honoured the agreement but no news had been received from the three other objectors.

One of the reasons for the application being made was that when the caravans were brought to the site it was necessary for the applicants to site the caravan and also to connect to Calor gas and other mains facilities.

The Licensing Authority interposed to ask: "Does this not come within the terms of 'Subject to Treatment'?" Mr. Corpe replied: "That is an interesting point but I do not think it really applies here because the applicants definitely require a B licence, so there can be no doubt." The Licensing Authority said he agreed and thought the applicant was wise.

Late Arrival

The case had nearly been completed when the objectors arrived in Court and the Licensing Authority informed them he had no intention of starting the case all over again. After they had given evidence the Licensing Authority, in giving his decision, said he felt that the agreement which had been reached at the Negotiating Committee was a correct agreement and he felt that as the applicant was the owner of the site it was only right that he should bring the caravans to the site.

The condition attached to the grant would not permit him to operate in the general haulage caravan market, and therefore the interests of the objectors were protected.

British Blower For New Swedish Engine

A BRITISH Holset-Schwitzer turbocharger, produced by the Holset Engineering Co., Ltd., Huddersfield, Yorks, has been adopted by A.B. Scania-Vabis, Södertälje, Sweden, for their new DS10 oil engine. The new unit produces 205 b.h.p. at 2,200 r.p.m., compared with 165 b.h.p. at the same governed speed for the normally aspirated version. The torque peak of 550 lb.-ft. occurs at 1,400 r.p.m., compared with the figure of 455 lb.-ft. at 1,200 r.p.m. which is recorded for the unblown design.

Up to 60,000 r.p.m.

The engine is based on the Scania-Vabis D10 six-cylindrical direct-injection engine, the capacity of which is 10.26 litres. The Holset-Schwitzer blower is mounted directly on the exhaust manifold and operates at speeds of up to 60,000 r.p.m. The blower is lubricated from the engine lubrication system and is water cooled, using, of course, the same system as employed to cool the engine.

Jury Disagree Over Disqualified Driver

A RETRIAL was ordered at Westmorland Quarter Sessions at Kendal last week after the jury failed to agree in a case which arose from the escape of a Silloth haulage contractor who was trapped in the cab of his lorry for 40 minutes near Nether Bridge, Kendal.

When a load of 10 tons of steel girders crushed the cab of the vehicle, William Lewis Pattinson, The Crofts, Silloth, was pinned with his head between the spokes of the steering wheel. This led to him facing a charge of driving while disqualified.

Pattinson pleaded Not Guilty and contended that another driver, Ernest Arthur Andrews, who had been employed by him because of his (Pattinson's) disqualification, was driving when the load shifted, but jumped out on Pattinson's instructions, and that Pattinson then slid into the driving seat to apply the brake and was trapped in that position.

Both Pattinson and Andrews admitted making statements to the police on the morning of the accident, that Pattinson was the driver.

DIESEL ADDITIVE

FOLLOWING the signing of a 12-year agreement with Autol, S.A., of Switzerland, United Lubricants, Ltd., will manufacture and sell Autol-Desolite, an additive for diesel fuels, in the British Isles, the Commonwealth, and the Union of South Africa.

Autol-Desolite is the major product of Autol, S.A., and is said to be extensively used on the Continent.

Shock For A Newcomer

THE "scant consideration" given to transport operators by contractors at Llanwern steelworks was remarked on by the Western Licensing Authority at Bristol on Monday.

Submitting his application for a licence to operate a tipper to carry quarried materials and solid fuel within a radius of 150 miles, Mr. R. J. Hacker, a former bus driver, of Bath Road, Bristol, said that after seeing an advertisement that transport was required for haulage work at Llanwern, he bought a lorry for £900 and applied to the contractor, only to be told that they were standing off lorries because they had too many.

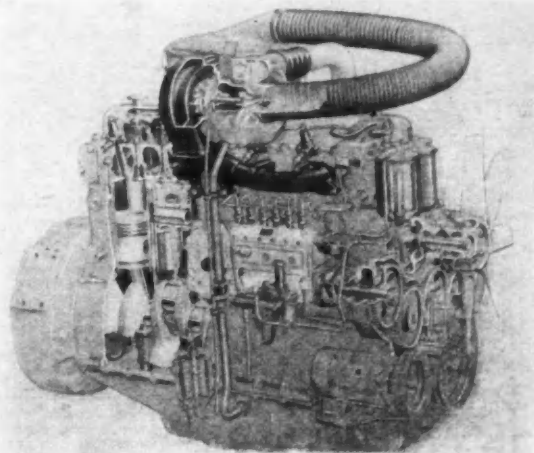
Now he wanted to enter the haulage business to do other work which had been promised him, including the transport of quarried materials for Cromhall Quarries, Gloucestershire.

The Authority, Mr. S. W. Nelson, said they were all sorry for the applicant. Like many others who expected to get haulage work at Llanwern, he had been disappointed. They had had similar cases before. He asked the applicant if it was not a fact that the advertisement referred to, inviting lorry operators to apply for work, was still being published, and Mr. Hacker said that was the case.

After Mr. Nelson said he could not possibly grant the licence asked for without evidence of need, Mr. T. D. Corpe, who appeared for 10 independent objectors, invited the applicant to meet two of the objectors who would see whether they could help him.

ONE-MAN BUSES

TO combat running losses, United Automobile Services, Ltd., have introduced one-man-operated buses on two routes in the Stokesley area. They are the first driver-conductor buses to be run by United in the Tees-side area, although for some time the company has been operating them in the Northumberland and Ripon areas.



Bid For "Special Loads" Refused

A GREENOCK company, Thomas Boag and Co. (Haulage), Ltd., were unsuccessful in an application to the Scottish Licensing Authority last Friday to add one vehicle (4½ tons) to their A licence.

The case for the applicants revolved around the haulage of bitumenized hessian rolls, which were said to be liable to pick up dirt or lose shape if handled carelessly. Evidence was given by customers that certain hired vehicles delivered badly, causing considerable complaint and that one load worth £1,100 had been refused through damage in transit.

The Authority, Mr. W. F. Quin, said that the application seemed more appropriate for a B licence. If this were sought it would require to be on a much more restricted user.

Transport Development Expansion

A YEAR of expansion during which several take-overs were successfully negotiated, is reported by Mr. Philip S. Henman, chairman, Transport Development Group, in his annual statement to shareholders. "Traffic has been adequate throughout the year," he states, "and at times has strained our resources to capacity. We have improved the vehicle fleets by the regular replacement of ageing vehicles and, in London, a successful application was made for the grant of additional A-licence tonnage.

"In the Midlands, the business of Shenstone Transport Co., Ltd., has been merged with that of Storage and Haulage, Ltd., thus producing a more effective operational unit, whilst in the North a fleet of specially constructed contract vehicles has been provided for a large steelworks."

It was the company's policy, where practicable, said Mr. Henman, to replace out-of-date warehouses with modern buildings. This had the effect of attracting traffic, providing good working conditions, and reducing handling costs.

During the year, Transport Development purchased Charles Alexander and Partners (Transport), Ltd., Aberdeen, its associate company James Paterson and Co. (Motor Hires), Ltd., and its subsidiary company, Dundee Express Deliveries, Ltd.

In 1961, they had also purchased Highland Haulage, Ltd., a company with about 50 vehicles based on Inverness, with its subsidiary WMW Transporters, Ltd. Highland Haulage, Ltd., and Charles Alexander and Partners (Transport), Ltd., each held a 50 per cent. interest in Sutherlands of Peterhead (Road Hauliers), Ltd., who operate 60 vehicles and who also became a Transport Development subsidiary, as also did their warehousing subsidiary, the Bannermill Warehousing Co., Ltd., with warehouses in Aberdeen and Edinburgh.

c6

Break London Transport Monopoly, say Liberals

From our Industrial Correspondent

A SUGGESTION that some bus services in the outer London area might be run by private operators was put forward in London last week in an interim report from a committee of the Home Counties Liberal Federation who have been looking into the running of London Transport.

They urge a public inquiry into the transport services of Greater London and conclude that many of the faults of the system are due to the fact that public transport is run by a monopoly which is not answerable to the public.

They agree that it would not be practicable to revert to free competition in the central area, but feel such objections would not apply to the outer areas.

"We recommend that where a service is demanded by 500 members of the

public or by a local council, and the London Transport Executive cannot or will not provide such a service, then the route should be put out to tender to private operators," they state.

Routes which had been abandoned for economic or other reasons should also be offered to private operators.

Other suggestions put forward in the report are: the setting up of a consultative body composed of the public, staff and management; the introduction of mainly standing shuttle services on short routes; buses with automatic doors allowing entrance at the rear and exit at the front to speed boarding and leaving; alternate doors in Tube trains for entrance and exit.

The committee also recommend a 30s. a week increase in basic pay for London bus drivers with proportionate increases for conductors and other staff. In return the unions must agree to assist in improving efficiency and to cut out restrictive practices.

Introducing the report, Mr. R. A. Walker, chairman, said: "The job of a London bus driver has become a highly skilled occupation. At present he is paid little more than a competent shorthand-typist straight from grammar school."

Municipal Contracts

Watford Corporation have authorized the immediate replacement of a van for the use of the Public Health Committee.

Wednesbury Corporation are recommended to accept the tender of Aveling-Barford, Ltd., amounting to £1,129, for the supply of a footpath roller.

Gosport Corporation are recommended to accept the tender of Broom and Wade, Ltd., amounting to £1,199, for the supply of a Broomwade compressor and accessories.

Clare R.D.C., Suffolk, have accepted the tender of Don Thompson and Sons, Ltd., of Clare, amounting to £1,206, for the supply of a refuse collection vehicle.

Coleraine Corporation, Londonderry, have accepted the tender of Shelvoke and Drewery, Ltd., amounting to £3,145, for the supply of an S. and D. refuse collection vehicle.

Larne R.D.C., Antrim, have accepted the tender of Campbell and Blackburn, Ltd., of Larne, amounting to £2,028, for the supply and delivery of a diesel-engined refuse collection vehicle.

Salford Council are recommended to accept the tender of the Colmore Depot, Ltd., of Manchester, amounting to £1,029, for the supply to the Direct Labour Building Department of one B.M.C. 3-ton normal-control lorry chassis and cab with tipper gear and body.

Loughborough Corporation are recommended to accept the tender of The Bray Construction Equipment Co., Ltd., of Sutton-in-Ashfield, Notts, amounting to £2,625, for the supply of a Bray H123 loader and trencher vehicle complete with bucket and lighting.

Manchester Transport Committee have accepted the tender of Rootes, Ltd., for the supply and delivery of two Commer 15-cwt. forward-control diesel-engined vans in primer, together with accessories and electrical equipment and certain extras. The committee have also accepted the tender of Rootes, Ltd., for the supply of six Commer 30-cwt. forward-control chassis/scuttle, powered by diesel engines, and the tender of J. Cocker and Sons (Southport), Ltd., for the provision of six van bodies for the above chassis. The Cleansing Committee have accepted a tender of Shelvoke and Drewery, Ltd., for the supply of two bulk-loading refuse collection vehicles, and the tender of Rootes, Ltd., for the supply of an articulated vehicle for the collection of waste paper and the delivery of dustbins.

Rotherham Highways and Sewerage Committee have authorized the purchase of a Standard Atlas Major 14-cwt. van to replace a van purchased in 1955.

Bolton Transport Committee report that tenders are to be invited for the supply of 17 30-ft. front-entrance double-deck buses required for delivery in 1962-63. The highways committee report that tenders are to be invited for the supply of two diesel-engined 5-ton S.W.B. tipping wagons to replace two old vehicles.

Accrington Transport Committee have accepted tenders of the East Lancashire Coachbuilders, Ltd., for the provision of two double-deck bus bodies at £2,992 each and two single-deck bus bodies at £2,570 each, for mounting on two Leyland double-deck chassis and two Leyland single-deck chassis respectively, which are to be purchased.

Birkenhead Watch Committee have authorized the chief fire officer to invite tenders for the supply of a Bedford C.A.I. 110-in.-wheelbase van fitted with Perkins 499 diesel engine, a redundant van to be taken in part-exchange. The works and buildings committee have authorized the cleansing committee to purchase replacement vehicles for an old Austin van and it is proposed that an Austin tower wagon be replaced by the purchase of an I.G.40 Simon hydraulic platform mounted on a suitable 5-ton chassis at an estimated cost of £3,950.

Ealing Works and Highways Committee recommend that the Borough Surveyor be authorized to invite tenders for the supply of the following vehicles, required as replacements:—One 15-cwt. van, for works section, at a cost of £500; three trade refuse lorries at £4,650; one refuse collection vehicle at £4,250; and one mechanical road sweeper vehicle at £5,000; one gully emptier at an estimated cost of £2,815; one lorry for street lighting at £1,090; one hydraulic platform at £380; and one sewer flushing vehicle at £3,900.

Middlesex County Council Health Committee are to place an order with Stewart and Arden, Ltd., for the supply of 22 sitting-case ambulances built on Morris 30-cwt. diesel chassis at a cost of £1,649 each, allowance having been made for fleet owners' discount. The Fire Brigade Committee are proposing to place an order for the supply of one turntable ladder, for delivery in 1961, for replacement purposes, at a cost of £10,500. The Supplies Committee have approved a proposal for the purchase, at an estimated cost of £2,800, of seven light Bedford motor vans for the use of the Highways Committee.

ACE DRIVER TAKES A LOOK AT THE NEWEST AUSTIN TRUCKS

Lorry Driver of the Year, Chris Daines, discovers how the new Austin 30 cwt.—4 ton range cuts driver fatigue by nearly two-thirds.

Top Lorry Driver of the Year, Chris Daines, took over an Austin 3 tonner for a day. The truck came from the new Austin range that was recently tested by a leading Industrial Research Unit and proved to cut driver fatigue by nearly two-thirds.

"See if you agree with the experts," Daines was told. He drove the truck in and around Windsor where he works as driver and fork lift demonstrator for Fred Myers Ltd. His verdict: "The truck's a piece of cake to drive. It's the safest, most comfortable and easily handled vehicle I've been in, and it certainly does save driver fatigue." His through-the-ride comments are recorded below.

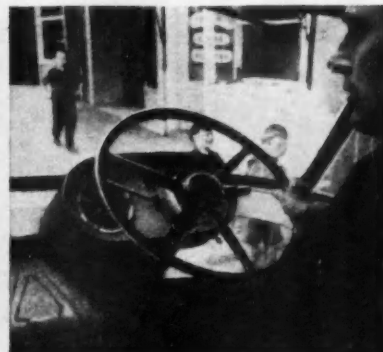
1959 winner of the Driver of the Year Competition, Chris Daines. Against 1,000 competitors Daines was top driver from all classes. After 15 years driving experience there's nothing he doesn't know about what makes a truck tick.



WALK-IN CAB. "There's no fatigue attached to getting in and out. The low level makes it nice and easy. Two steps and I'm in the seat. Comfortable seat, too." (Foam rubber, fully adjustable.) "A good relaxed driving position. No strain to get at the gear lever."



PANORAMIC WINDSCREEN. "Excellent forward and rearward vision. Big back and side windows. And with this deep wrapround screen you couldn't miss a thing on the road. It also allows more accuracy in tight spaces, better kerb or cat's eye visibility in fog or rain."



SAFE, CLEAR PARKING. "Really good idea, these parking windows. You can get right up to the kerb, see just how far you are from the vehicle in front, and see children or dogs playing around the wheels."



SAFETY DOOR. "One of the best and safest ideas I've come across. You can open it without fear of hitting anything." (Fully open, the door projects no further than the bumper.) "Another advantage—you can pull up tight to a thing and still get out easily."



FATIGUE-FREE LOADING. "On delivery work this low deck must really take the backache out of loading. And you can pull a load straight off the side. There's no effort to lift it across." (New smaller wheels account for that low level, less-strain deck.)



RELAXED REVERSING. "No need to open the door. Without craning you can put your head through the door window and have a perfect view behind. Without a load you can see the body extremes easily through the rear light."

FACTS FOR OWNERS. The new range: maximum pulling power from B.M.C. petrol or diesel engine: 2.2 litre on 30 cwt.; 4 litre petrol, 3.4 litre diesel on others. Platform or dropside body or chassis/cab/scuttle unit. Amazingly low prices: 30 cwt. from £689; 2 ton from £750; 3 ton from £815; 4 ton from £880.

And the rest of the range: 5-30 cwt. vans. Pick-ups. 2-7 ton trucks. Tipper, prime movers, chassis units. Long or short wheel-base F.W.D. Gipsy. Austin offer the most comprehensive range of commercial vehicles from 5 cwt. to 7 ton of any manufacturer in Britain today. All with 12 months warranty and backing of nation-wide B.M.C. Service. Your Austin dealer will gladly supply full details.

INVEST IN AN AUSTIN

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE • BIRMINGHAM

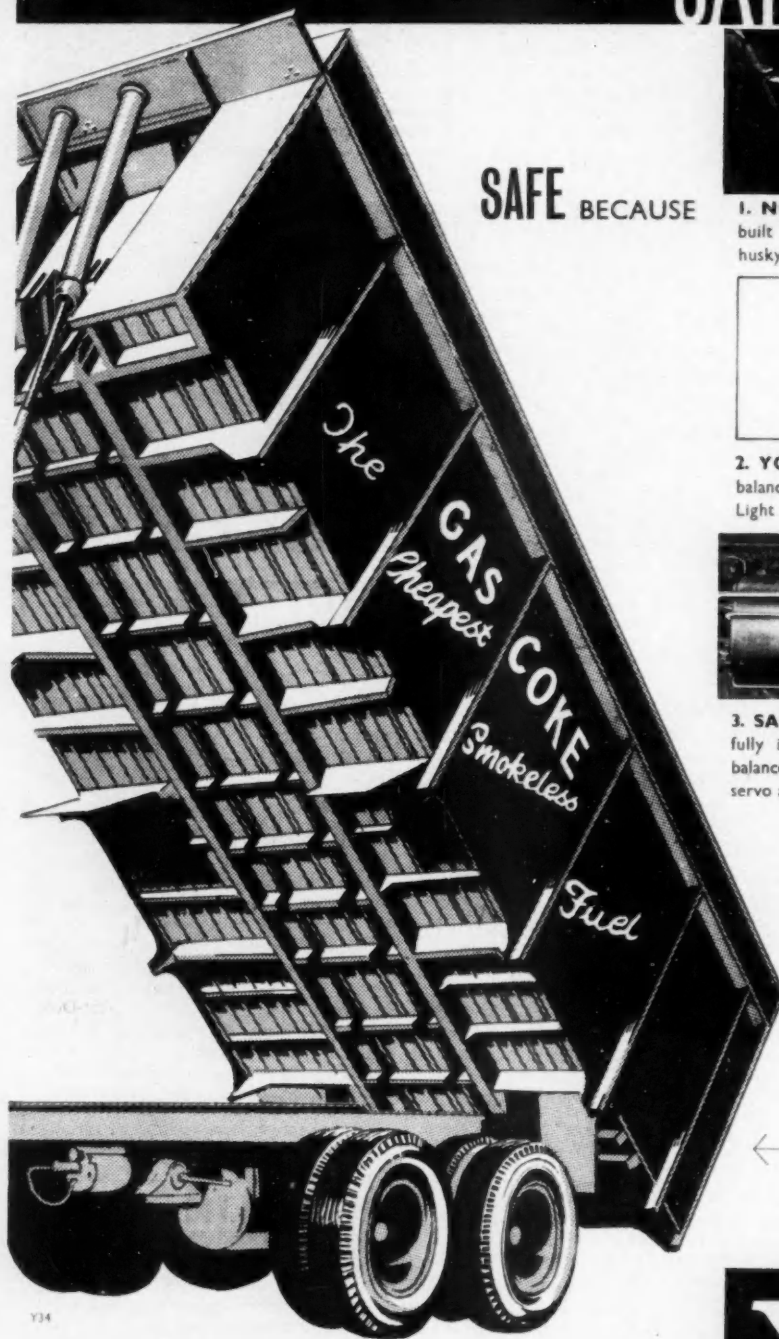
Overseas Business — Austin Motor Export Corporation Limited, Birmingham, England

London Showroom: 41-46 Piccadilly, London, W.1.

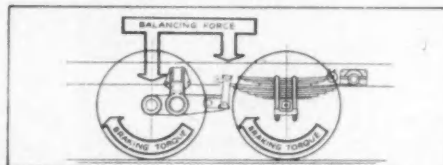
where capacity counts

THE YORK 3rd AXLE IS A **SAFE** SOLUTION

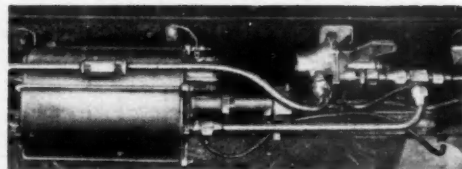
SAFE BECAUSE



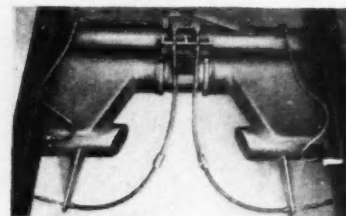
1. NO SWAY WITH YORK The YORK third axle is built INTO the chassis, has huge, long-life bearings and husky side brackets.



2. YORK STOPS 'HOP' YORK'S unique design balances out brake torque. Tyres stay glued to the road. Light or laden—always a **SAFE, SURE STOP**.



3. SAFE, INTEGRATED BRAKES YORK brakes are fully integrated with existing systems. Pressures are balanced between axles, and on hydraulic systems, slave-servo and reaction valve are incorporated.



4. INDEPENDENT SUSPENSION YORK'S system saves frame twist and damage—ideal for high bulk bodies.

← This is a 30 cu. yd. tipping body mounted on a B.M.C./YORK supplied by King & Harper Limited of Cambridge. This is typical of many such maximum capacity units now hauling gas coke for Gas Boards.

Y34

YORK TRAILER COMPANY LIMITED • CORBY • NORTHANTS

c8

YORK

The Need for Refrigeration Standards

"THE compliance of British road transport equipment with certain Continental minimum standards which are already in force in various Common Market countries will become a necessity and not much time seems to be left to start thinking about this development." This was claimed by Dr. F. L. Levy, consultant on refrigeration, when speaking at the International Refrigeration Convention in London this week.

He was referring to the possibility of the Channel Tunnel being built and the absence of a British standard in relation to the construction and testing of refrigerated transport equipment. In contrast, he added, there was already legislation to this effect on the Continent, for example in France, since 1952. Work had already been done by the Economic Commission for Europe in Geneva in collaboration with the International Institute of Refrigeration in Paris, and details were available in the United Nations publication entitled "Transport of Perishable Foodstuffs."

Progress Abroad

Rapid development and great improvement had already been achieved in other countries, said Dr. Levy, by close collaboration between body builders, manufacturers of equipment, research and trade organizations, Government authorities and transporters. It appeared that similar collaboration in this country would be welcomed.

This would involve the setting up of testing stations and preparation of adequate legislation concerning the conveyance of perishable foods. Some standardization had already been achieved in international railway transport through the International Railway Union, Interfrigo and the Container Bureau.

Disappointment

Referring to disappointment which some users of refrigerated transport equipment sometimes experienced, Dr. Levy summarized the service which such users can reasonably expect from their equipment. It was unreasonable to expect from insulated or refrigerated equipment more than a purely protective service against the known adverse effect of undue temperature rise. When such equipment was applied to any method of transport it should not be expected to remove heat at a rate faster than the nature and arrangement of the goods was able to release.

Among the wide range of insulating materials available there were variations in their suitability according to weight, resistance to vibration, water absorption and vapour transmission, compression strength, dimensional stability, inflammability, and absence of odour and cost.

Whilst constructors were aware of the problem of condensation or ice formation inside vans or containers, and were endeavouring to minimize the adverse defects, it had to be admitted that the

Britain is Lagging Behind, says Leading Consultant

THE POLAR BLAST

IN conjunction with the G.M. Power Plant Co., Ltd., Ipswich, Blox Services, Ltd., Morden, are exhibiting at the International Refrigeration Exhibition a 3-ton Thames Trader fitted with "Polar Blast" equipment.

This equipment has forced air circulation, ensuring accurate and reliable temperature control in all parts of the load compartment. It is suitable for use with bulk transporters, inter-depot and local delivery vehicles. The selected temperature can range from +50° F. to -10° F. Due to light construction, an increased payload can be carried.

Fully automatic electrical de-frosting equipment, controlled on time cycle, facilitates this function. The range of vehicles to which this equipment can be fitted is from one ton to eight tons payload capacity. It is suitable for the carriage of such commodities as frozen foods, ice cream, dairy produce, perishable foods, horticulture, pharmaceuticals and blood plasma.

The vehicle exhibited is based on a three-ton low-frame Thames Trader, fitted with an oil engine, giving a payload of 2½ tons. Whilst the potential development in refrigerated transport is becoming more widely recognized, an even greater rate of expansion can be expected in the carriage of goods at a higher rate of temperature than is normally associated with refrigeration.

maintenance of a complete vapour seal had not yet been achieved in practice. A realistic approach to this problem, Dr. Levy suggested, was to allow for the so-called breathing of the insulation, while taking all possible precautions to reduce this to a minimum.

Due to the combined influence of movement, handling, thermal expansion and contraction, the penetration of some water vapour had to be faced and it was important that the insulating material itself should offer the highest possible resistance to the passage of water vapour without absorption.

If ice was formed within the insulation, the result became particularly drastic, not only due to the higher conductivity of ice as compared with liquid water, but also on account of the 10 per cent. increase in volume. Great pressures were then exerted on the material, leading possibly to its rupture.

Of the selection of insulating materials, Dr. Levy referred to the deterioration in insulating materials during use. After about one year of operational service the original ideal conditions no longer applied and designers and constructors should make due allowance for such "ageing" of equipment.

At the Exhibition

AS was to be expected, the Exhibition was mainly concerned with retail and domestic applications of the fields covered. Only one refrigerated vehicle was shown, a Thames Trader on the stand of G. M. Power Plant Co., Ltd., which was shown in conjunction with Blox Services, Ltd. The vehicle and its equipment are fully described on this page.

Vehicle applications of refrigeration equipment are shown on three stands. J. Stone and Co. (Deptford), Ltd., show their Stone-Carrier equipment fitted to a test chamber which represents a 30-ft. refrigerated body.

The condensing unit uses a Perkins 4-99 oil engine direct coupled to a compressor. Both units are mounted on a sub-frame which also carries a radiator, the refrigeration condenser and pipe work and other refrigeration units. A temperature range of from -20° C. to +20° C. is claimed for the equipment, but a temperature as low as -32° C. is said to be attainable.

Self-contained

Five units from the range of Thermo-King Refrigeration Equipment are shown on the stand of Petters, Ltd. Compressors are petrol-engine driven and electric motors can be incorporated also if required. Each of the units is self-contained and they are fitted to the front of the body so that the refrigeration unit is on the outside and the cooling unit inside the body.

Also on Petters' stand is the only application at the Exhibition of air conditioning equipment applied to commercial vehicles. This is the Thermo-King AM2 unit which is intended for application to passenger vehicles.

Equipment which uses the "hold over" principle for cold storage is shown by Winget Refrigeration, Ltd. On one application—the Winget-Dole Truck-Cel—the unit is frozen at the vehicle's base and the load is kept at a low temperature during delivery. This is primarily intended for the retail delivery of ice cream and frozen foods.

Insulation materials for use on commercial vehicle bodies are shown by Cape Insulation and Asbestos Products, Ltd., and Microcell, Ltd. The former show Rocksill which is available in slabs of various thicknesses or in roll form, for fitting between the inner and outer skins of a body. Microcell show their product Plasticell. This is an expanded p.v.c. and examples of its use as an inter-layer in sandwich forms of construction are shown.



Reasonable fuel-consumption figures were obtained under full- and part-load conditions, a test-tank being used for accuracy.



Driver comfort has been closely studied, and the cab is well laid out for delivery conditions.

IN the introduction of Mercedes-Benz commercial vehicles to the United Kingdom market, the concessionaires—Mercedes-Benz (Great Britain), Ltd.—have the help of the high reputation that cars of the same make have earned. Part of this reputation has been built on high standards of finish, workmanship and unit design, amongst other things. Whilst the initial sales will get help from the cars' reputation, in the long run the commercial vehicles have to stand on their own.

So far as the points quoted are concerned—those on which the commercial vehicles can be compared to the cars—the Mercedes-Benz L319D van tested is able to stand on its own quite adequately, particularly in regard to finish.

This is the impression given as soon as the cab is entered, for, although the outward frontal appearance may not be to everyone's taste, the cab (which on the hinged-door version tested is separated from the body by a full-height bulkhead) will find few if any critics. It is most unlikely that any driver of this van will have cause for complaints of any degree at the consideration given him.

Access to the cab is good and in all respects driving the L319D is free from strain. The steering is light and direct; the pistol-grip handbrake and all controls are within easy reach; the clutch is light and the brake pedal not

unduly heavy; and the steering-column gear change to the synchromesh gearbox cannot be faulted.

Most important of all to some people is that part of the standard equipment is a very efficient and powerful heater and demister unit. Warm air can be directed to the driver's side, the passenger's side or the windscreen, or combinations of the three by pull-out controls on the right-hand side of the dash. A two-speed fan can be brought into action if required through a switch on the instrument panel.

This is, incidentally, a most comprehensive affair and, in addition to the speedometer, water temperature gauge and light switch, contains four large warning lights (main beam, direction indicators, oil pressure and battery charging), a combined glow plug, starter and engine stop switch; a manual engine slow-running control, and a number of switches for various units such as wipers and panel light.

High Reputation Maintained in 35-cwt.

First-class Access, Driver Considerations and Finish Are Features of Mercedes-Benz L319D Van Now Introduced in Britain

Flashing direction indicators which are fitted as standard are operated by rotating the horn ring which is located at the centre of the steering wheel. Although the indicators are not self-cancelling and I often sounded the horn when making a signal, after I had got used to the arrangement I found no difficulty.

Cab ventilation is provided by hinged door quarter lights, which act as air scoops, and sliding cab-door windows.



The ascent of Bison Hill took only 3 minutes 51 seconds. The minimum climbing speed was 8 m.p.h. An easy restart was made in bottom gear on the 1-in-6½ section of this hill.



Rear-end treatment of vans of this type sometimes creates styling anomalies, but the Mercedes-Benz L319D presents neat lines when seen from the rear.



Although conventional in appearance, the familiar three-pointed motif gives immediate clue to the parentage of this German 35-cwt. van. The vehicle is seen leaving Clophill during consumption tests.

by A. J. P. Wilding

The 1.8-litre, four-cylindrical engine fitted to the L319D is virtually identical to the unit in the oil-engined version of the Mercedes-Benz 180 passenger car. It is mounted, together with the gearbox, radiator, front axle and springs, telescopic dampers and steering gear on a sub-frame, which is rubber-mounted to the underside of the main chassis frame. This allows the complete assembly to be removed when major overhaul is required.

Rear suspension of the L319D is through fairly long, semi-elliptic leaf springs with additional coil springs mounted on brackets at the rear of the axle, the top faces

being fitted to the underside of the frame. Telescopic dampers are also fitted. The ride given by the suspension layout is excellent over all types of road surface and there is good stability when cornering.

The general standard of construction and finish of the all-metal body is first class. A timber floor is fitted and steel straps riveted to the vertical body framework besides giving added strength can also be usefully employed for load fixing.

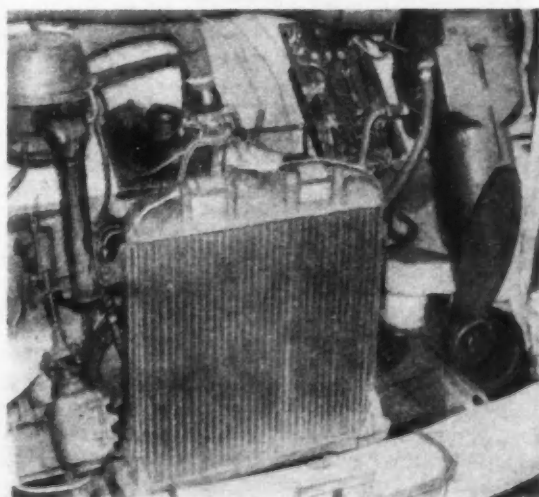
It is, perhaps, hoping too much that the matching of such a small engine to a vehicle weighing almost $3\frac{1}{2}$ tons fully laden will give a sparkling performance. The power/weight ratio of 0.58 b.h.p. per cwt. of gross weight is, in fact, comparatively low for this size of van, and although performance could not be described as sluggish speed is affected more than is usual on even slight gradients. This was most noticeable in top gear, particularly when approaching maximum speed—in intermediate gears acceleration was quite

commendable.

I would imagine that the main reason for the poor top gear performance is that the designers have tried to please too many people at once in providing a relatively high maximum speed of 55 m.p.h. and, at the same time, good hill-climbing ability—a gradient of 1-in-4.1 is given in the specification as being within the capabilities of the van.

Widely Spaced Gear Ratios

The maximum speeds attained in the four gears—8, 17, 31 and 55 m.p.h.—confirmed this and I feel that alternative rear axle ratios in conjunction with closer gearbox ratios would be a better proposition. If this were the case, gearbox and axle ratios could be such that when a van was required to climb gradients of 1-in-4, maximum gear speeds could be 8, 15, 25, 40 m.p.h. and if, on the other hand, a maximum speed of 55 m.p.h. were more desirable and the maximum gradient encountered no more than 1-in-6, maximum gear speeds could be around 13, 24, 38, 55 m.p.h. With both arrangements general performance would, in my opinion, be more acceptable and the overtaking of vehicles travelling around 30 m.p.h. would be made easier.



With the large front panel removed quite good access was given to the engine, steering box and ancillary equipment. There is a detachable cowl in the cab also.

ROAD TEST No. 707/M166 MERCEDES-BENZ OIL-ENGINED 35-CWT. VAN



MODEL: Mercedes-Benz L319D 35-cwt., forward-control oil-engined van, with standard 304-cu.-ft. all-steel body.

WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	1	17	0
Payload ..	1	13	0
Driver, observer, etc. ..	3	2	
	3	13	2

DISTRIBUTION:

Front ..	1	4	2
Rear ..	2	9	0

ENGINE: Mercedes-Benz OM 636 VII four-cylindered indirect-injection oil engine; bore 75 mm. (2.95 in.); stroke 100 mm. (3.93 in.); piston-swept volume 1,767 litres (107.8 cu. in.); maximum net output 42.4 h.p. at 3,500 r.p.m.; R.A.C. rating 13.93 h.p.; maximum net torque 74.5 lb.-ft. at 2,000 r.p.m.

TRANSMISSION: Through 7.9-in.-diameter single-dry-plate clutch to four-speed synchro-mesh gearbox thence by two-piece propeller shaft to the fully floating hypoid-bevel-drive rear axle.

GEAR RATIOS: 6.07, 3.01, 1.72 and 1 to 1 forward; reverse 4.97 to 1; rear-axle ratio 5.857 to 1.

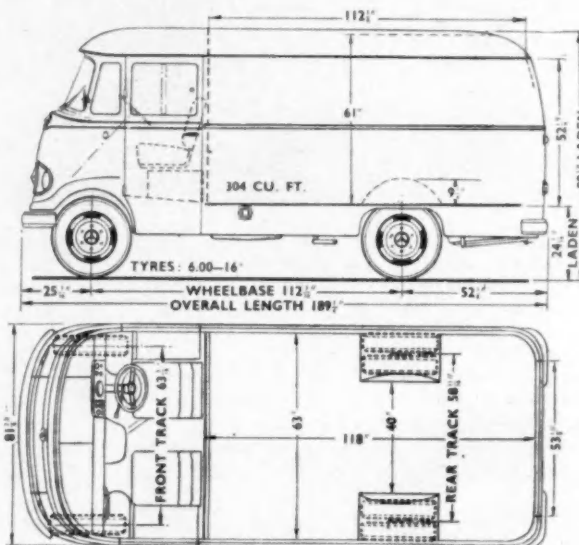
BRAKES: Daimler-Benz hydraulic system with two-leading-shoe units at the front wheels and leading-and-trailing-shoe units at the rear wheels. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front, 10.23 in., rear, 10.23 in.; width of linings, front, 3.55 in., rear, 3.55 in.; total frictional area, 230 sq. in., that is, 62.6 sq. in. per ton gross weight as tested.

FRAME: Semi-integral with body, fabricated from steel sheet; detachable sub-frame carries engine, gearbox, steering and front axle.

STEERING: Re-circulating ball. 4 turns from lock to lock.

FUEL CONSUMPTION ANALYSIS.

Payload (cwt.)	Gross weight (tons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load-mileage factor
36.5	3.675	Non-stop	21.3	30.2	78.3	2365
36.5	3.675	One stop per mile	19.2	27.2	70.7	1922
36.5	3.675	Four stops per mile	13.75	20.5	50.5	1035
18.5	2.775	Non-stop	27.4	30.3	76	2303
18.5	2.775	One stop per mile	23.3	28.5	64.5	1840
18.5	2.775	Four stops per mile	16	23.1	44.4	1026



SUSPENSION: Semi-elliptic springs with telescopic dampers at all wheels.

ELECTRICAL: 12v. compensated-voltage-control system with 84-amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 13 gal., Non-stop laden range approximately 280 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 10.6 sec.; 0-30 m.p.h., 22 sec.; 0-40 m.p.h., 56 sec.; direct drive, 10-20 m.p.h., 19 sec.; 10-30 m.p.h., 42 sec.; 10-40 m.p.h., 71 sec.

BRAKING: From 20 m.p.h., 19.5 ft. (21.9 ft. per sec. per sec.); from 30 m.p.h., 39 ft. (25.1 ft. per sec. per sec.).

WEIGHT RATIO: 0.58 h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 13 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 36 ft. left lock, 35 ft. right lock. Swept circles: 38 ft. left lock, 37 ft. right lock.

MAKERS: Daimler-Benz A.G. Stuttgart-Untertürkheim, Germany.

CONCESSIONAIRES: Mercedes-Benz (Great Britain), Ltd., Great West Road, Brentford, Middx.

Because it is desirable, if true and accurate comparisons of fuel consumption performances of different vehicles tested are to be made, that the same route is used for every test, fuel consumption figures were taken on the usual section of the A6, north of Barton-in-the-Clay. The 6-mile return run to Clophill is fairly severe, particularly on the four-stops-to-the-mile runs, as there are few level sections. On all tests, a speed between 30 and 35 m.p.h. is aimed at to give an average speed of around 30 m.p.h. on the non-stop runs.

The figures obtained on the consumption tests, while being fairly reasonable for a vehicle of this type and capacity, do not show up anything of significance. There was a comparatively substantial improvement in the figures when half the load was removed and, in fact, the van gave the impression of being much happier in this load condition. As it would be unusual for a delivery van to be fully laden for any length of time, it is the part-load figures which are of most use. These suggest that when used

on general delivery work, the L319D should produce fuel consumption figures of approximately 25 m.p.g.

No figures were taken for the van empty as the last half of the load could not be removed manually, but I would estimate that a consumption rate of at least 33 m.p.g. can be expected in this condition.

Acceleration Figures

The times for acceleration confirm the impression referred to earlier of a top-gear performance below average, but they indicate that this is more evident at a speed of over 30 m.p.h. In the case of acceleration through gears, whilst the figures for 0-20 m.p.h. and 0-30 m.p.h. are comparable with those obtained on tests with similar vehicles, 56 seconds from 0-40 m.p.h. is rather high. At the same time the figures for acceleration in direct drive (top gear) from 10-20 m.p.h. and 10-30 m.p.h. are only a little below average, but the time of 71 seconds from 10-40 m.p.h. is much worse.

Bison Hill, which has a general gradient of 1 in 10½,

The Mercedes-Benz L319D van is light to handle and can be taken quickly through twisting roads with confidence. The forward-hinged cab doors will be noted.

was used for the hill performance tests. In these, the L319D gave a reasonably good performance by completing a fast, full-power ascent in 3 minutes 51 seconds. First gear was necessary for 1 minute 26 seconds of the time and the minimum speed during the climb was 8 m.p.h.

On the steepest section, which is a 1-in-6½ gradient, the van just failed to start off in 2nd gear, but took off comfortably in bottom. I would agree with the claim in the specification that a 1-in-4.1 gradient could be climbed.

Brake-fade Assessed

In order to assess the brake-fade characteristics of the van, the descent of the hill was made in neutral, with the foot-brakes applied to keep the speed down to 20 m.p.h. On the final stretch of the hill, the gradient flattens out and here top gear was engaged and full throttle applied to keep the speed at 20 m.p.h. with the brakes still on. Total time taken for the descent was 2 minutes 30 seconds with 37 seconds spent in top gear. At the end of the run, a crash-stop from 20 m.p.h. produced a Tapley-meter reading of 68 per cent. compared with the reading of 85 per cent. obtained later with cold drums. As there was no increase in pedal movement the relatively small amount of fade was caused by brake-linings' efficiency drop.

Braking tests were carried out last, the road surface being dry asphalt with stone chippings. Stopping distances of 19 ft. 6 in. from 20 m.p.h. and 39 ft. from 30 m.p.h. were obtained, which is quite commendable for this type of vehicle. What is more important is that under crash-stop conditions the L319D was perfectly stable and there was a very good balance between front and rear brakes. A Tapley-meter reading of 34 per cent. was obtained for the hand-brake, which is fairly good.

Comprehensive Tool Kit

Fears that maintenance will be complicated by metric size bolt-heads will be allayed when the comprehensive kit of good-quality tools is seen. Apart from open-ended spanners for sizes from 9 mm. to 19 mm., the standard kit includes two box spanners, a screwdriver set, an adjustable wrench and two strong tyre levers.

Routine or driver maintenance on the L319D is fairly straightforward. Water and engine-oil levels can be checked after removing the engine front cover. Time taken for an oil level check was 35 seconds, of which 8 seconds was to remove and 12 seconds to refit the front cover. The oil-bath air-cleaner element is also reached from the front and total time to check the oil level in this unit was 1 minute 3 seconds, which included removing and refitting the front cover.

The levels of rear-axle oil and that of fluid in the brake reservoir (accessible through a plate in the cab floor on the driver's side) were both checked easily, in 1 minute 7 seconds, and 1 minute 1 second respectively. On the other hand, a battery-electrolyte-level check took 2 minutes 17 seconds, because of the battery being located underneath



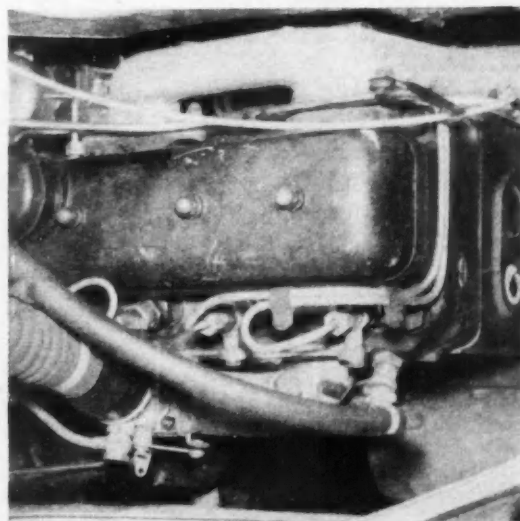
the driver's seat, and it being difficult to reach the filler caps. It was impossible to see the level without removing the seat completely and this would have been a lengthy job.

It also took longer than expected to check the level of gearbox oil—it took me 4 minutes 37 seconds. This was because the positions of hand-brake rod and speedometer cable made it difficult to remove the level plug. On the more usual left-hand-drive version, these would be on the other side of the gearbox.

Injector-change Complex

I intended timing the changing of an injector, but as this was not as straightforward as I had hoped, due to the dribble pipe arrangement being fairly complex, I abandoned this idea. However, I would estimate the time for changing a set of injectors at 1½ hours.

The final task carried out was the adjusting of the brakes at one wheel. An excellent hydraulic jack is supplied in the tool kit and this helped considerably in making the total time for this job 3 minutes 5 seconds.



Good engine accessibility is evident from this view of the engine, taken from inside the cab, with the reinforced plastics engine cover removed.



Sheffield United Again

*Overall Winner at Blackpool
National Coach Rally*

(Left) 1961 Bedford-Plaxton entered by J. H. Glover, Orrell, was in the last 18 of the Concours.
(Below) The runner-up to Sheffield United, Flight's Tours, Ltd., 1961 A.E.C.-Harrington.

ANOTHER rally success came the way of Sheffield United Tours, Ltd., at Blackpool on April 8-9, when their 1960 A.E.C. with Plaxton bodywork, driven by A. Carr, won the Blackpool Challenge Trophy for the highest aggregate marks in both classes with 48 points.

It was a close battle with another regular rally attendee, Flight's Tours, Ltd., Birmingham, whose 1961 A.E.C. with Harrington bodywork, driven by Ken Flight, gained 47 points.

National Winner

National Coach Driver of 1961 was Howard Furness who, driving a Bedford 14-seater, had the fastest time in all the tests.

Although there was some sign-post confusion at Wigan, competitors in the road section all left on time and arrived at Blackpool without mishap.

Of the 53 entrants who took part, 51 competed in the driving tests, in which the standard was high. The parking test proved the only one of the five to present any difficulty to the majority. Marshalling was excellent and the eliminating tests on the Saturday were completed in 2½ hours.

Second Judging

The *Concours d'Elegance* on Sunday morning was marred by the weather, but so keen was the competition that after eliminating 35 of the 53 entrants, the judges held a second inspection before giving a decision.

The finals of the driving tests on Sunday afternoon were a personal triumph for Mr. Howard Furness, who became Coach Driver of the Year at his first rally attempt. He has been with his company for 15 years.

There was considerable criticism from the finalists in the driving section concerning the handicapping, the general opinion being that the heavier



John Monks and Son, Ltd., Leigh, Bedford-Plaxton—winner of class (g) in the Concours.



vehicles were at a disadvantage. The winner was the only 14-seater competing.

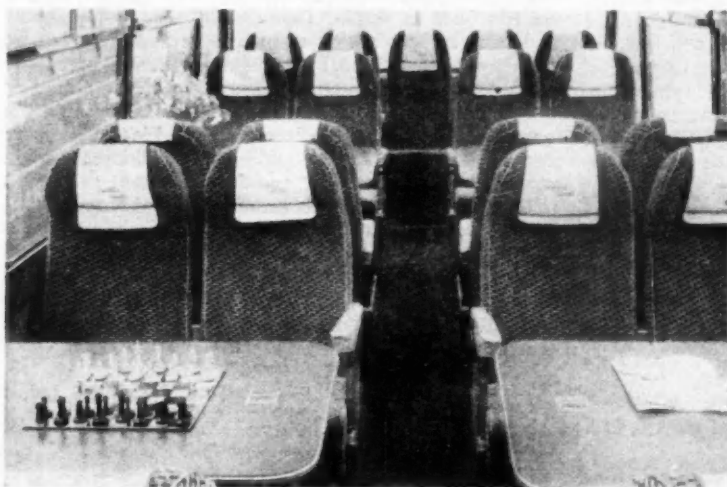
It was agreed that on the whole the organizers had done an excellent job, but one suggestion put forward for improvement was a longer and more arduous road test, possibly starting in

Derbyshire and then moving North.

Those taking part were entertained by the Ford Motor Co., Ltd., at a cocktail party on Saturday evening, followed by a reception given by the Mayor of Blackpool, Alderman T. B. Fairclough, J.P., who congratulated the Wigan and District Excursion and



(Above) Sixth in the overall driving tests, W. Lander and Son's Leyland-Plaxton, driven by N. R. Lander. (Below) Interior of Flight's Tours A.E.C., used for away matches of the Aston Villa football team.



Tour Operators' Association on their enterprise in organizing the first National Coach Rally.

Although there was a lack of competition from the south, the majority of the entrants being from Yorkshire, Lancashire, Cheshire and the Midlands, the Rally got off to a good start and it is understood there are possibilities of international development.

Easily the most successful competitor was Mr. Ken Flight, of Flight's Tours, Ltd., who, driving one of the company's 1961 A.E.C.s, was runner-up to the overall winner, Sheffield United Tours, Ltd.; third in the overall driving tests and winner of class D for vehicles over 26 ft. with a diesel underfloor engine; he was also awarded the Harrington Trophy for the vehicles obtaining the highest aggregate marks mounted with the appropriate body. Mr. Flight is a well-known rally driver and was among the prizewinners at Brighton last year.



Warburton Bros. (Bury), Ltd., Bedford-Yeates, another of the last 18 in the Concours.

Blackpool Results

OVERALL WINNER (BLACKPOOL CHALLENGE TROPHY)

Sheffield United Tours, Ltd., 1960 A.E.C., Plaxton Panorama bodywork, 48 pts. **Runner-up** (The Wigan Observer Trophy).—Flight's Tours, Ltd., 1961 A.E.C., Harrington bodywork, 47 pts.

DRIVER OF 1961

Howard Furness (J. W. Fieldsend, Ltd.), 1960 Bedford 14-seater, 1; John Matthews (T. Unsworth and Son (Wigan), Ltd., 1960 Bedford, 2; F. K. Flight (Flight's Tours, Ltd., Birmingham), 1961 A.E.C., 3.

CONCOURS D'ELEGANCE

Sheffield United Tours, Ltd., Charlotte Road, Sheffield, 2. 1960 A.E.C. Plaxton Panorama.

Classes.—(a) J. W. Fieldsend, Ltd., Cross Lane, Salford, 1960 Bedford, Plaxton bodywork; (b) E. J. Bostock and Sons, Sprague Street, Congleton, 1961 Bedford, Yeates bodywork; (c) Yelloway Motor Services, Ltd., Weir Street, Rochdale, 1961 A.E.C., Harrington bodywork; (d) J. B. Tatlock and Son, Ltd., 13 Clarendon Street, Whitefield, 1960 Bedford, Plaxton bodywork; (e) Warburton Bros. (Bury), Ltd., 92 Market Street, Tooting, 1961 A.E.C., Plaxton bodywork; (f) Sheffield United Tours, Ltd., Charlotte Road, Sheffield, 2, 1960 A.E.C., Plaxton Panorama; (g) John Monks and Son, Ltd., 94 Railway Road, Leigh, Lancs., Bedford, Plaxton bodywork.

DRIVING TESTS

Overall Length, 26 ft. and under.—H. Furness, J. W. Fieldsend, Ltd., Salford; no second award.

Overall Length over 26 ft. Petrol Engine Vertical.—J. Brackley, W. S. Ellison, Ltd., St. Helens; no second award.

Overall Length over 26 ft. Diesel Engine Vertical.—J. Matthews, T. Unsworth and Sons (Wigan), Ltd., 1; J. G. Sycamore, Southport and Birkdale Motor and Carriage Co., Ltd., 2.

Overall Length over 26 ft. Diesel Underfloor Engine.—F. K. Flight, Flight's Tours, Ltd., Birmingham, 1; N. R. Lander, W. Lander and Son, Rainworth, 2.

MANUFACTURERS' AND DEALERS' AWARDS

The Yeates Trophy.—T. Unsworth and Sons (Wigan), Ltd., 1960 Bedford, Yeates bodywork.

The Seagull Trophy.—I. E. Briscoe, 101 Wellcar Road, Sheffield, 1961 Ford, Burlington bodywork.

The Plaxton Trophy.—Sheffield United Tours, Ltd.

The Ford Trophy.—Harrison Buses, Ltd., 35 John William Street, Huddersfield, 1961 Ford, Plaxton bodywork.

The Bedford Trophy.—Mills and Seddon, Ltd., Albert Road, Farnworth, 1959 Bedford, Yeates bodywork.

Taylors (P.S.V.) (Gloucester), Ltd.—Walls Motor Tours, Ltd., 279 Manchester Road, Ince, 1960 Ford, Plaxton bodywork.

Commer Trophy.—Stringfellow Bros., Ltd., 5/7 Springfield Road, Wigan, 1959 Commer, Yeates bodywork.

Harrington Trophy.—Flight's Tours, Ltd., 114/120 Victoria Road, Aston, Birmingham, 1961 A.E.C., Harrington bodywork.

Letters to the Editor

Gas Turbine v. Oil Engine

DOUBTLESS the article describing the Austin gas turbine appearing in your March 24 issue will be read with considerable interest by potential users of this type of power unit in both on- and off-highway applications.

Without wishing in any way to detract from the merits of this unit, however, a number of the comparisons drawn between it and a modern oil engine would appear to be not only misleading but also contradictory in the absence of any further explanation.

It is not at all clear whether we are to regard the turbine as a stationary industrial unit or a mobile on- or off-highway prime mover.

If it is the latter, which would be in line with the power-to-weight ratio given of a typical oil engine as 10 lb. per b.h.p., then the price comparison made is completely misleading. The cost of the 250 b.h.p. oil engine cited should be not much more than half the figure of £3,000 quoted.

In addition, the cost of the turbine apparently does not include that of the heat exchanger, the use of which would be vital if the specific fuel consumption is to be kept within commercially acceptable limits for this type of application.

On the other hand, if the price of £3,000 is representative, this would indicate a heavy slow-speed industrial oil engine; in which case a comparison between the life of such an engine and the turbine would be enlightening.

It should also be borne in mind that comparisons of both weight and bulk are also misleading unless the heat exchanger is included.

When all these factors are taken into account, I would suggest that the modern high-speed oil engine will remain in a very favourable competitive position for many years to come.

Northampton.

D. W. CROSSE,
Managing Director,
Cummins Diesel Sales and Service, Ltd.

Trailer Braking

AS trailer manufacturers we read your article, "Will It Connect?" (March 10 issue) with great interest, but it did seem to us to give the layman somewhat the wrong impression of trailer braking generally. It seemed to us that it might have been better, and have given rise to less confusion, if the article had dealt with braking systems in general use in the United Kingdom, and then brought in later the systems in use on the Continent.

Most people, but by no means all, are interested in the braking systems used in this country, and we agree that there is some confusion here. We feel, however, that the trailer makers are in no way to blame for this, since in the past they have had to follow what has been fitted to a prime mover.

As you point out both in the article and in your editorial, a large amount of thought is being given by both prime mover manufacturers and trailer manufacturers to this braking question, and we have every confidence that satisfactory results will be forthcoming in, we would go as far to say, the next five years. We feel consequently that your statement that there is little chance of an improvement in the position in the foreseeable future is much too pessimistic.

Really there are only two systems in use in this country which apply to both independent and articulated trailers

c16

and these are the simple or upright vacuum system and the two-line air-pressure system.

The writer has been connected with this concern for over 30 years, and during that time we have made only a very few trailers with inverted vacuum, for the railway companies, and none with two-line vacuum for use in this country. So, instead of having six systems to be considered in the U.K., there are only two. Whilst the double-line vacuum has the advantage of having an automatic application should a break-away occur, it does not seem, at this stage of development, that a new system should be introduced. If simple vacuum is not considered suitable beyond a certain gross weight, two-line air should be used.

When one comes to consider the Continental systems there are, as you say, several different methods in use, but here again for international traffic various committees are considering standards which could apply to all vehicles engaged on this form of traffic. Domestically they will probably still carry on with their own existing arrangement, but we have every confidence that within the period previously stated there will be international agreement.

Just one small point about the actual article. In the second column, paragraph commencing "Finally, it can be two line inverted" . . . should not "additional upright vacuum" be replaced by "additional constant vacuum"? as our understanding of this two-line inverted system is that there is constant vacuum in both lines until the vacuum is destroyed in one of the lines when the brake is applied.

We trust you will accept these comments in the spirit with which they are made, and would in any case congratulate you on taking the initiative in having such an article written.

Andover, Hants.

H. O. DOUGHTY,
Chief Designer,
Taskers of Andover (1932), Ltd.

Short-term Licences

MR. P. J. CHESHIRE, Sheffield area secretary of the South Yorks area of the Road Haulage Association, has consulted me about the report published in the March 24 issue of *The Commercial Motor*, under the heading "Tippers Operated Illegally," of the hearing before the Yorkshire Licensing Authority of applications by XRE Transport Company, of Rotherham, and others for short-term B licences.

According to your report, in the course of the hearing it was stated by or on behalf of the applicants that the R.H.A. at Sheffield had suggested that the granting of short-term B licences in these circumstances was purely an administrative matter, and licences would be granted automatically; and because of this vehicles had worked illegally.

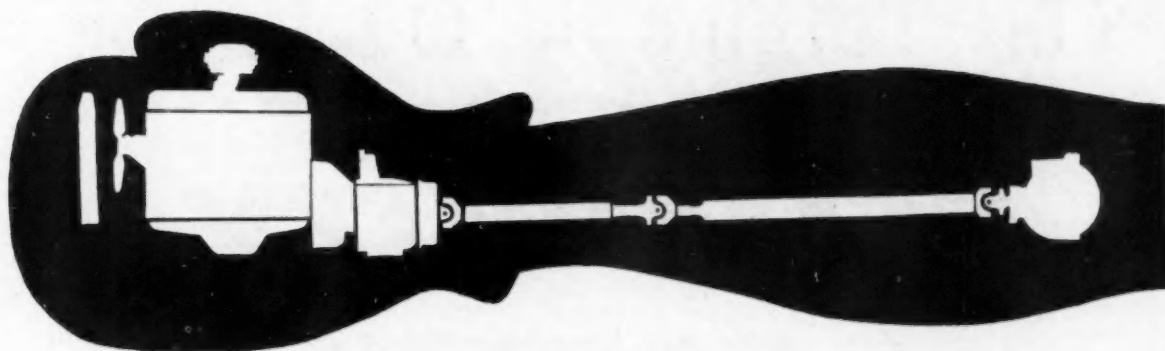
Whilst it is fully appreciated that your newspaper merely reported the hearing, you will appreciate that these statements cause a serious reflection upon the R.H.A. at Sheffield.

I am instructed by the area secretary to say that neither he nor any member of his staff has ever made a statement, either to Mr. Pinchbeck, of XRE Transport, or to anybody else, that the granting of an A or B licence is a purely administrative matter, or that such licences would be granted automatically; still less that in any circumstances operators can use vehicles pending the issue of licences.

Sheffield, 1.

M. B. THORNELOE, LL.M.

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Bedford offers the best balanced specification in the business

The Bedford truck range

LOW LOADERS

(all on 16 inch wheels)

- N.C. 25 cwt. and 35 cwt. design for vans and light trucks
- N.C. 3 ton short and long chassis
- N.C. 4 ton long chassis
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- F.C. 5 ton long chassis
- F.C. 6 ton long chassis (on 17 in. wheels)

TRUCK CHASSIS

(all on 20 inch wheels)

- N.C. 5 ton long and extra long chassis
- N.C. 6 ton long chassis
- N.C. 7 ton long chassis
- F.C. 6 ton long chassis
- F.C. 7 ton long and extra long chassis
- F.C. 7½ ton extra long chassis

TIPPER CHASSIS

(all on 20 inch wheels)

- N.C. 5 ton and 6 ton short chassis
- N.C. 7 ton short chassis
- F.C. 7 ton short chassis
- F.C. 7½ ton short chassis

TRACTORS FOR ARTICE

(all on 20 inch wheels)

- N.C. 8 ton tractor unit
- F.C. 8 ton tractor unit
- F.C. 10 ton tractor unit
- F.C. 12 ton tractor unit

SPECIAL BEDFORD CHASSIS

- Bedford-Primrose and Bedford-York 6 wheelers
- F.C. 216 in. wheelbase S.B. passenger chassis
- F.C. 4 x 4 156 in. wheelbase chassis
- F.C. 4 x 4 special tipper chassis

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Long trouble-free mileage is all-
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Giants—the tyres which are individually built
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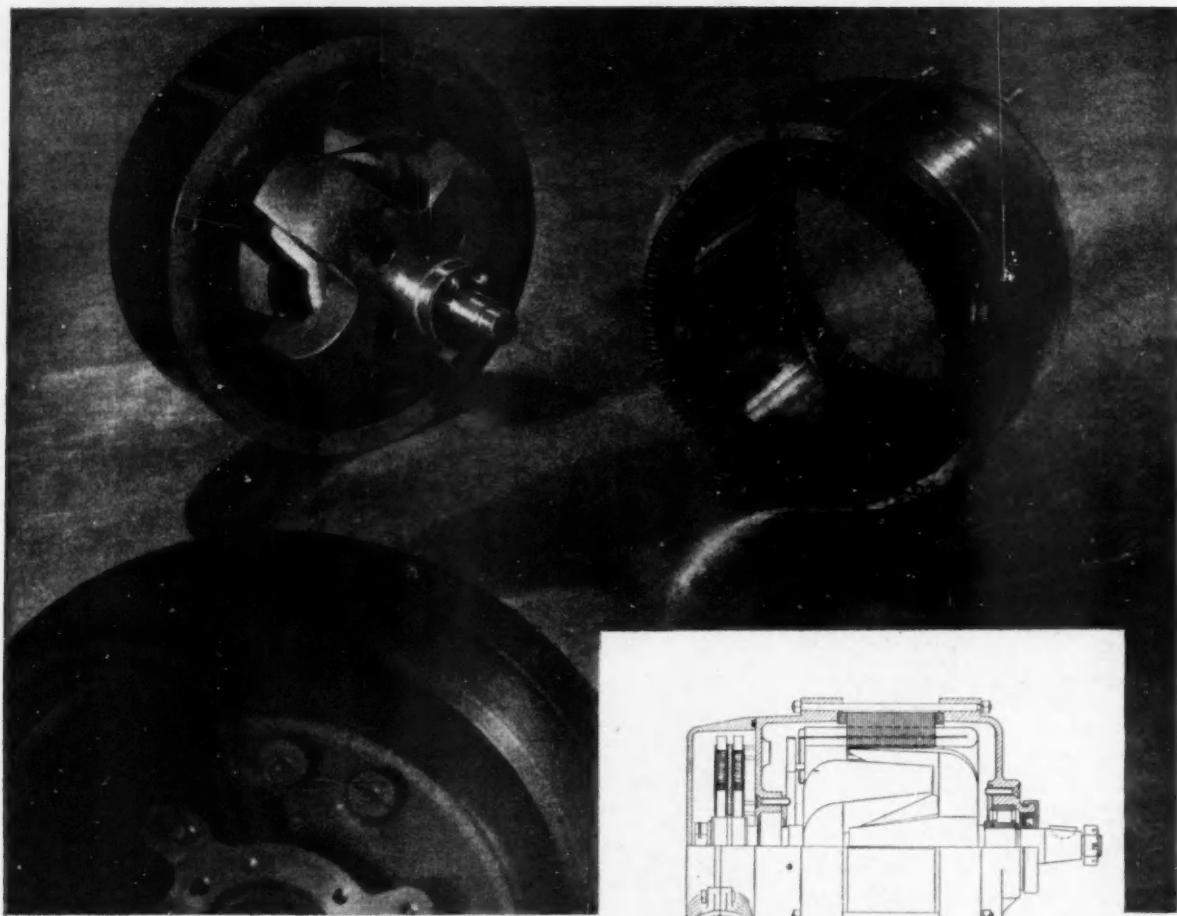
Whatever your vehicles or your operating
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Giants specially made for them!





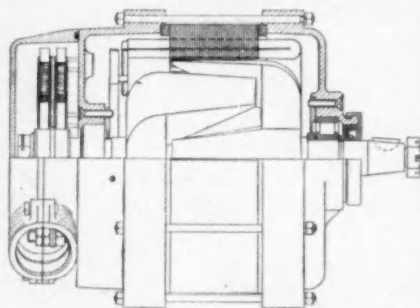
Simms

ALTERNATORS



The Simms Transistorised A.C. set consists of this robust, rotating-field alternator, a germanium rectifier bank and a small transistor control box, having no moving parts.

It has a low cut-in speed and a low full-load speed. Conservatively rated at 40 amps, the current regulator is, in fact, set at 45 amps but still greater output is available.



SIMMS MOTOR UNITS LIMITED • EAST FINCHLEY • LONDON • N2

New Equipment and Publications

Compact Mobile Staging

THE latest addition to the range of adjustable and self-propelled staging from Anderson Clyde (Midlands), Ltd., Irk Vale Works, Chadderton, Lancs, is the model "C" Move-On.

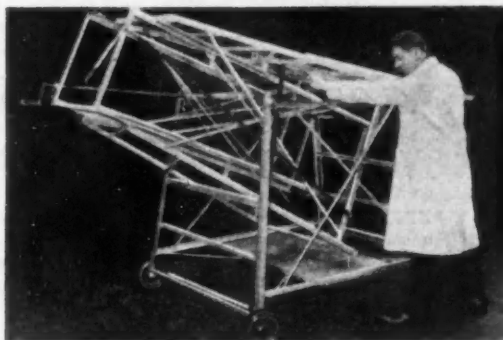
This combines the safety factors of the earlier "A" and "B" models and, at the same time, provides a greater working height.

A single hinge mechanism allows the staging to collapse into itself and, when closed, the overall height is 5 ft. 11 in. and the overall length 9 ft. 8 in. Overall height of the equipment when fully extended is 16 ft.

A wooden platform can be set at

various levels, from 7 ft. to a maximum of 12 ft. 8 in. Gear drive to the wheels is operated by a handle on the platform rail which enables the entire unit to be moved without the operative having to climb down. A second handle operates a steering gear.

The unit has a capacity of 250 lb. and a net weight of 332 lb. The price is £78 ex works.



When closed up the Model "C" Move-On staging is only 5 ft. 11 in. high and 9 ft. 8 in. long.

Tailboard Loader

A NEW tailboard loader for commercial vehicles has been introduced by the Service Engineering Co. (Northampton), Ltd.

Called the Mini-Lift, it has a lifting capacity of 5 cwt. and the complete unit including pumps and hose weighs only 3½ cwt.

Quick installation is claimed for the loader and where vehicles are already modified to take tailboard loaders it is claimed that the device can be fitted in 3-4 hours.



The Mini-Lift tailboard loader shown in operation.

Economical Cleaner

A N economical and highly efficient cleaning compound named Silky, now available generally, will be of particular interest to commercial-vehicle operators.

Intended to be used on all types of paintwork, the compound is applied sparingly with a damp cloth, a foamed-plastic sponge or a brush, and then wiped or hosed off. Cleaning of small areas at a time is recommended and when Silky was tested, this procedure was found to be very effective.

Traffic film, old polish and general grime discoloration were instantly

removed, and it is claimed in addition, that brine discoloration and the more difficult stains, such as those around fuel fillers which do not readily respond to normal cleaning, can be dealt with effectively.

Silky is economical to use—it is said that a pint will clean down 320 square yards of paintwork—and is available from the manufacturers, Silky and Co., Morley, Leeds, in gallon tins costing £1 17s. 6d. each.

Welding Leaflets

FOUR leaflets prepared by Suffolk Iron Foundry (1920), Ltd., Stowmarket, Suffolk, deal with improved welding techniques.

Two of the leaflets—"Super Silicon No. 9" and "S.I.F. Stainless Steel Welding Wires"—deal with the welding of cast iron and stainless steel respectively. The third is entitled "Sifbronze Flux" and gives details of the various fluxes manufactured by the concern, whilst the fourth gives information on S.I.F. silver solder No. 38.

Motorway Map

A COMPREHENSIVE map of the M1 and its environs has been produced by the Goodyear Tyre and Rubber Co., Ltd., Wolverhampton.

All entrance and exit points are clearly shown, and two small maps of the approaches to the motorway from both the London and Birmingham areas are included.

The main map is scaled at four miles to the inch, and copies can be obtained free of charge from garages, tyre stockists or by direct application to Goodyear's Advertising Dept.

Strain Gauge Leaflets

LEAFLETS and brochures from the strain gauge division of Saunders-Roe, Ltd., Osborne, East Cowes, Isle of Wight, give details of the range of foil strain gauges and equipment available from the concern.

Strain gauge techniques and practical applications are explained in detail and

information is included on the service which Saunders-Roe can provide to manufacturers and operators. This includes providing technicians and all equipment needed to carry out stress analysis and other tests on which strain gauges can be used.

Bearing Price Lists

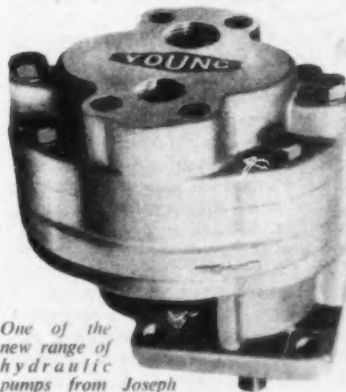
REVISED prices for the products of The Glacier Metal Co., Ltd., Alperston, Wembley, Middlesex, came into effect on March 1, 1961.

New price lists of Glacier standard wrapped bushes, standard dry bearings and dry bearing materials have now been issued, using a revised system of pricing. Previously price varied according to quantity taken, now the price for each product is stable.

New Pump Range

A NEW range of hydraulic gear pumps has been developed by Joseph Young and Sons, Ltd., Kay Street, Bolton, Lancs. The units are of the constant-displacement type and are primarily intended for heavy-duty applications involving either continuous or intermittent operation such as mechanical handling equipment, earth moving vehicles and hydraulic control systems of all kinds.

There are four basic models in the new range, each being available with side or end ports. The capacities are 12.5 g.p.m., 18 g.p.m., 24 g.p.m. and 30 g.p.m., at 1,000 r.p.m. All have square flange mountings and are interchangeable.



One of the new range of hydraulic pumps from Joseph Young and Sons, Ltd.

Significant Licensing Cases

Was Tribunal's Stay of Revocation Right Decision?

WERE the Transport Tribunal making the right decision when they granted a stay of the Northern Licensing Authority's decision to revoke the public A licence of Dent's Transport (Spennymoor), Ltd.? This question is posed because the facts reveal a dangerous potential from the point of view of public safety under the present system.

No one would deny Dent's right under normal circumstances to have the decision reviewed before the axe fell. Mr. J. A. T. Hanlon, the Northern Licensing Authority, took such a serious view of the matter that he chose to state that it was not in the interests of the public from the point of view of safety or otherwise, that the company should continue to operate other than within the limits of the Northern traffic area, where the vehicles could be properly supervised. Nevertheless, the stay was granted by the Tribunal without any knowledge of the reasons for Mr. Hanlon's decision, other than the case presented on behalf of Dent's.

It is true the Tribunal have previously indicated that penalties, such as the revocation of a carrier's licence, ought not to be exercised unless and until they have had an opportunity of considering the matter, but they qualified it by saying "except in very flagrant cases."

To quote Mr. Hanlon's own words: "This is a flagrant case in the matter of convictions and prohibitions, and flagrant

defiance of the law, and flagrant and wilful use of an unauthorized and uninsured vehicle, even since the revocation notice has been received."

The contention of Dent's solicitor, Mr. T. H. Campbell Wardlaw—that the inquiry had been going on since the beginning of January, and, as the appeal would be heard in a matter of weeks, there could be no harm in suspending a decision which could virtually put the company out of business—was given due consideration by Mr. Hanlon, but turned down.

It seems strange, and it could be against the public interest, that a decision to grant a stay should be made by the Tribunal without consideration of both sides of the case.

Knowledge of Mr. Hanlon's reasons for such a serious step might have made no difference to their decision, but the establishment of such a principle would deprive the Licensing Authorities of an important part of their power to curb operators who, the Authorities feel, are flagrant offenders.

Contract A Operations

SOME hauliers do not seem to be very clear regarding their obligations when operating vehicles under contract A licence, but ignorance of the law is no excuse, and Licensing Authorities may well take drastic action in view of the continued controversy over the use of this type of licence to secure entry into public haulage.

There are pitfalls even for the conscientious licence holder, as M. Allan (Carriers), Ltd., a Scottish company, discovered when they applied to the Scottish Licensing Authority. Mr. W. Quin, recently for a four-vehicle switch from contract to public A licence.

It had escaped the attention of both the applicants and their contract customer, Schweppes, Ltd., that it is unlawful to carry the goods of associated or subsidiary companies on vehicles operating under the parent company's contract.

During the currency of the contract A licence, Schweppes, Ltd., formed a subsidiary company, Schweppes (Home), Ltd., and Allan's carried goods for the subsidiary after, it was said, receiving an

assurance from Schweppes that this was in order.

As a result the hearing was adjourned and Mr. Quin has asked for explanations from the customer regarding the breach of contract.

Public hauliers, who are also operating vehicles under contract licence with parent companies or those belonging to a group, should make sure that they are not tripped up by this particular snag. Unlawful operation of this kind would be a good ground for refusing any contemplated switch to A or B licence, or even the renewal of the contract A licence.

Short-term Licences

DESPITE the Transport Tribunal's pronouncements on short-term licences, and the use of such operations as evidence for a substantive grant, there is still a lack of appreciation that such grants are not "automatic."

When the Road Haulage Association at Sheffield were unable to help the contractors for a new Rotherham steel works, by the provision of licensed tippers for excavation work, the

SMOKE SIGNALS

MANY of the major applications for C licence and contract A licence switches to public A licence are likely to be delayed by the Licensing Authorities concerned, either as to inquiry or decision, pending the completion of the publication of the Transport Tribunal's reasons for their decisions in the Arnold and Merchandise Transport cases, and the hearing of the Road Haulage Association appeals to the High Court.

One of the most important of these is the application by the Ross Group subsidiary, Two Counties Transport, Ltd., for a total of 41 vehicles, eight trailers and 36 insulated containers. Twenty-nine vehicles and seven trailers are sought in the East Midland traffic area and 12 and one trailer in Yorkshire.

Major F. S. Eastwood and Mr. C. R. Hodgson, the Licensing Authorities concerned, may well decide to hold a joint inquiry.

*

THAT it is not always the haulier who is to blame when contract vehicles prove uneconomic and recourse is made to applying for a public A or B licence, is well known.

A good example is provided by a recent application by Mr. J. A. Holt, of Newport, Brough, to the Yorkshire Licensing Authority, at Bridlington, for a switch to B licence.

Evidence was given that although the contract guaranteed the operator £150 a month, his actual earnings averaged £65.

Mr. Holt was granted a B licence to carry road and building materials within 30 miles, and the customer concerned is likely to find that the Yorkshire Licensing Authority, Major F. S. Eastwood, will be difficult to satisfy should he seek another vehicle on contract.

operators decided that short-term B licences would be appropriate for the many unlicensed vehicles which could be made available, and that there would be no difficulty, such grants being mainly administrative and automatic.

Applications were therefore made to the Yorkshire Licensing Authority, and, secure in this "knowledge" of an automatic grant, many vehicles commenced operations before licences were granted.

As a result, the Licensing Authority, Major F. S. Eastwood, called a public inquiry, in March, at which the 31 applicants were required to attend and it was then admitted vehicles had been working illegally since mid-February.

After issuing strong warnings concerning the necessity for waiting for proper authorization before operating vehicles, Major Eastwood proceeded to

close the loophole towards gaining substantive licences by obtaining an undertaking from the applicants that work done under the short-term licences would not be used as evidence for obtaining the grant of other licences.

In view of the possibility that work done under such licences could be used as evidence for a substantive grant no short-term application is now likely to get by without keen scrutiny and notification to possible objectors in appropriate cases.

Normal User Problem

NORMAL user continues to provide a good deal of difficulty to applicants, particularly as procedure varies so much in the different traffic areas.

A solution provided by Mr. T. D. Corpe, to objections against the inclusion of a new named customer in the normal user of an additional vehicle sought by Mr. A. Iles, of Bristol, was to delete it, although the work done for the customer amounted to £2,000 out of a total of approximately £12,000 turnover of two existing vehicles.

This was approved by the Western Licensing Authority, Mr. Stanley Nelson, and the objections were withdrawn after a submission by Mr. Corpe that the traffic had been declared, and, as it was only about one-sixth of the total, it was not necessary to include it in normal user.

A second point which influenced the decision was that there was no support from the particular customer for additional facilities.

Mr. Iles is in a much happier situation than he would have been in similar

circumstances in some traffic areas where regular carriage of goods to such a total in a small fleet would receive somewhat different treatment.

The moral, of course, is to know the procedure in your own area and to seek advice when in doubt from an advocate who practises there regularly.

Temporary Substitutions

A POINT over the application for a temporary substitution licence, to put on the road a vehicle to replace one undergoing repair or maintenance, arose in the Dent's Transport (Spennymoor), Ltd., case in the Northern traffic area, and is of considerable interest.

Mr. Dent, in evidence, said he was under the impression that he could operate the substitution vehicle as soon as the application was made, although not in possession of the licence disc for the relevant vehicle.

Any haulier who has the same impression as Mr. Dent, should take note that, to keep within the law, he must send in the existing disc and receive the substitute before using the replacement vehicle.

The Northern Licensing Authority, Mr. J. A. T. Hanlon, rightly considered that such an interpretation of the regulation could be a convenient cover for irregular practices.

It should be remembered that the delays and difficulties encountered when trying to meet the needs of a fleet of some 10 vehicles or more by the use of temporary substitutions, are considered good evidence towards the grant of a licensed vehicle for maintenance purposes.

Objectors Must Show Availability

OBJECTIONS are not always as big a bar to success as they may seem to an inexperienced applicant, for quantity is no substitute for quality.

Most Licensing Authorities now expect objectors to prove their ability to do the work an applicant is seeking by producing availability figures, and leading cogent evidence that a grant will affect their business.

This was illustrated at an Edinburgh hearing in March, when objectors, who included Road Services (Forth), Ltd., and J. and A. Smith of Madiston, Ltd., to an application by Mr. John Mitchell, of Grangemouth, who sought to double his A fleet by the addition of an articulated outfit, were told by the Scottish Licensing Authority, Mr. W. Quin, that the application had succeeded because they had failed to produce evidence of vehicle availability.

Although it was admitted there had been a departure from the normal user of the existing A vehicle as local work was extended to England, and vehicle earnings rose from 20s. to 45s. per ton, strong evidence that this was due to demands from existing customers proved sufficient, despite the objectors' submission that Mr. Mitchell was the author of his own difficulties by extending a business primarily local.

Few independent objectors in any traffic area come to court prepared to produce chapter and verse of the effect a grant could have on their business, and, but for the activities of British Railways, many applicants would have a much easier passage.

Transport Education: Poor Response from Goods Operators

THE National Committee on Road Transport Education, in its report for 1960 just published, expresses disappointment with the small number of entrants for road transport examinations of the Royal Society of Arts from goods transport undertakings. A request is made by the committee for suggestions as to how the scheme could be more effectively brought to the notice of goods transport employers and employees, particularly among ancillary users.

The scheme has been designed especially for drivers, conductors, inspectors, clerks and the engineering and administrative staffs of transport undertakings, as a supplement to practical experience. It also serves as an introductory course for junior staff.

61 From Goods

A table breaking down employers of candidates taking examinations in 1960 shows that 282 were working for passenger undertakings (130 from municipal departments, 108 from independent companies, 44 from London Transport). As

National Committee Seeks Suggestions to Attract More Candidates for R.S.A. Examinations

against this, only 61 came from goods transport (23 from hauliers, 13 from co-operative societies, 25 from ancillary transport users).

Employers are asked to assist the scheme by exhibiting posters (available with other information from the N.C.R.T.E., 55 Broadway, London, S.W.1); by appointing a senior employee to answer questions; and by granting special facilities for attendance at college.

A booklet entitled "Examinations in Road Transport Subjects," giving details of the syllabus, can be obtained from the R.S.A. Examinations Department, 18 Adam Street, Adelphi, London, W.C.2, price 6d, including postage.

The National Committee reports that, as a result of help from local Institute

of Transport sections, a number of committees are to be set up to arrange local publicity and to encourage support for the courses.

Drop of 48

Figures for 1960 show that there were 362 candidates as against 410 in 1959 and 644 in the peak year of 1952, when the scheme began. Drivers formed the biggest percentage of candidates (116), followed by clerks (81), conductors (58), inspectors (50), foremen and administrative staff (15) and engineering staff (10). Thirty-two of the candidates were unclassified.

The report also shows that the number of centres had dropped from 47 in 1959 to 42 in 1960. In the opening year, 1952, there were 57 centres.

This new Thames Trader chassis is being lengthened in Fielder's engineering department to take a Primrose third-axle. Original Trader conversions have now covered 150,000 miles without trouble.



(Right) The Thames Trader is primarily the standard unit of the fleet on account of its accessibility, and this 4-wheeler is used for picking-up small loads of mixed cargo from Liverpool docks.



THIRD-AXLES PROVIDE THE ANSWER

Fleet Versatility and Carrying Capacity of Bradford Haulier Has Been Improved By Addition of Third-axle to Standard Vehicles

A FIRM belief in the value of third-axle conversions is held by Mr. J. G. Fielder, of J. G. Fielder, Ltd., the Bradford haulage organization. This is a business that has grown rapidly in the seven years that have elapsed since Mr. Fielder bought his first unit at the start of denationalization.

Third-axle conversions were first introduced to the fleet three years ago, and since then they have between them covered something like a million miles.

As is well known, the modern quantity-produced 7-tonner enjoys a popularity not only in its own right but also, with

a third axle conversion, as a 10-tonner. In addition to the extra carrying capacity, the greater platform size has particular advantages for those transporting certain classes of goods.

Heavy machinery, for instance, may be located over the double axle in a better manner than is possible on a four-wheeler. Furthermore, by reducing the overall height for a given load, handling qualities on the journey may be improved. Altogether, the six-wheeler conversion offers an economical approach when the degree of loading varies between outward and inward journeys.

Fielders started with six third-axle conversions of Thames Traders, these vehicles replacing maximum-capacity four-wheeled units and, says Mr. Fielder, returning relatively better fuel consumption figures for the payload carried. The position is that, whereas a 5½-ton unladen weight unit has a legal capacity of 8½ tons, the third axle will give a regular extra 5-ton payload.

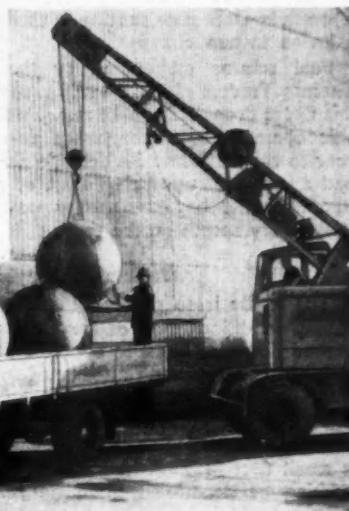
The Thames Trader and the Primrose third axles were adopted by the Fielder fleet when both were new. In the very early days a certain amount of difficulty was experienced with suspension, but the springing was quickly modified by the Primrose manufacturers, with the result that the vehicles' record in the matter of springs and tyres is superior to that of the four-wheeled units, which were replaced.



(Left) This twin-steered E.R.F. 6-wheeler and the 8-wheeler (right) from the same manufacturer are engaged in carrying wool bales. The 8-wheeler is loading from a mill in Shipley, Yorks, a cargo of finished wool bales, which are to be re-exported.



(Left) Mr. J. G. Fielder, founder of this Bradford haulage organization who, with the coming of denationalization, acquired his first unit and built the fleet up to a total of 90 vehicles. Of these, about half are Thames Traders, the unit (below) being on contract work and loading with steel Propane Gas spheres.



WER

by
Ashley Taylor
A.M.I.R.T.E., Assoc.Inst.T.

Having the Primrose coil-sprung third-axle operating to their complete satisfaction, Fielders are concentrating on this design, although a model with hydraulic suspension is now available. The original Trader third-axle conversions have now covered 150,000 miles and Mr. Fielder reports that it has not been necessary to change any of the stub axles, whilst the smaller wheel bearings, with their lower running speeds, have given entire satisfaction. The tyres chosen have been 8.25—20-in. 12-ply, which have given an average life of 50,000 miles and then been suitable for re-moulding.

The Fielder practice in connection with braking on the third-axle conversions is to fit larger master cylinders, the

drivers reporting that better results have been achieved with the six-wheelers so equipped, than with their previous heavy four-wheelers. Don moulded brake linings are employed, and on trunk service give in the region of 80,000 miles per set. So as to provide a good reserve of cooling capacity, the conversions are fitted with larger header tanks and with four-bladed fans. As a precautionary measure the hanger bracket for the trailing spring is replaced at intervals of 50,000 miles, at which time the shackle brackets are also changed.

The Thames Trader has been chosen as the standard unit of the fleet primarily on account of its accessibility. To quote one important point, the Fielder mechanics, with the help of the drivers, can change a gearbox at the side of the road in a matter of an hour and a half. The successful

(Below) A Trader which has been successfully converted to a 6-wheeler collecting wool from Liverpool docks.



results achieved have inspired the company to adopt a two-year renewal policy for all the Ford units, thus ensuring that the best life period of this unit is enjoyed and the need for major engineering work is kept to a minimum.

As 150,000 miles may be regarded as the primary "age" of the quantity-produced 7-tonner, the fleet vehicles should be operating on the best possible basis. Initially the third-axes are fitted to the Ford chassis at the Primrose works, but the Fielder engineering staff, who are all trained to be all-rounders, are now starting to change over existing third-axes on to new chassis.

Fuel returns maintained by the company show the Thames Traders giving 14 m.p.g. in their 7-ton form and this figure drops only to 12 m.p.g. when converted to third-axle operation. Although the six-wheelers operate very near to capacity, Mr. Fielder told me that they have never had a report of one being short of power in any circumstances, whilst they have always proved fast enough to give satisfactory speeds on the road.

Double the Payload

The traffic is so planned that the vehicles work under loaded conditions most of the time and, on average, it has proved possible almost to double the payload as compared with the corresponding number of four-wheeled vehicles.

In pre-war days, Mr. Fielder was the Leeds manager for the N.M.U. organization, but during the war he served in the Coldstream Guards. After his release he purchased a small fleet in Yorkshire, selling out in 1950. With the coming of denationalization he acquired his first units

carrying out any necessary repairs, builds bodies for the new vehicles. Typical equipment for the Traders is a 21-ft. 6-in. platform, with 5-ft. 6-in. canopy. The fleet includes 10 vans and a number of vehicles that are operated under contract for well-known Yorkshire manufacturers.

Goods are carried in great variety, the bulk of the Fielder fleet being on long-distance operation with only six or eight usually confined to local collection and delivery. The nightly services to and from London are generally maintained by 10 vehicles each way, with the same number running between Bradford and Liverpool. Trunk operation is also carried on directly between Liverpool and London. The main gathering ground for the fleet is mid-Yorkshire, the area being bounded roughly by the West Riding, but going as far afield as Skipton and Gargrave.

Principal streams among the consignments are machinery, raw and processed wool, chemicals, foodstuffs, tyres and glass bottle ware. Loads are mostly collected in bulk from customers' premises, something like three-quarters of them having the docks as their destination. In London and Liverpool shunt drivers, with expert knowledge of docks working, take over the vehicles from the trunk men. Particular pride is taken in the service rendered to the woollen industry and in the ability to arrange collections late in the afternoon for delivery to ships in London the following morning.

Experiences over the past three years have shown that with the variety of goods that are carried by the Fielder fleet, the six-wheelers permit better weight distribution than the four-wheel types previously used, as well as possessing improved road-holding qualities. In particular, they have shown up well in handling large loads of baled wool.

At the Bradford headquarters there are facilities for carrying out a wide range of maintenance and engineering work, but the regrinding of crankshafts and the overhaul of fuel pumps are regarded as jobs for outside specialists. The ultimate object on the engineering side is to keep all possible vehicles on the road all the while.

Each unit goes over the pit every



Similar rigids to this articulated Trader when converted to third-axle operation have returned fuel consumption figures of 12 m.p.g., which is only 2 m.p.g., less than the standard vehicle in 7-ton form.

from British Road Services in February, 1954, the purchase including 12 vehicles, premises and a useful area of land.

From the outset, I was told, there has been a load for every vehicle, every day. The fleet now totals 90, and offices in London, Leeds and Liverpool have opened so as to develop a comprehensive trunk road transport system. The practical effects of this organization can be seen when it is learnt that more than 99 per cent. of the journeys are return-loaded.

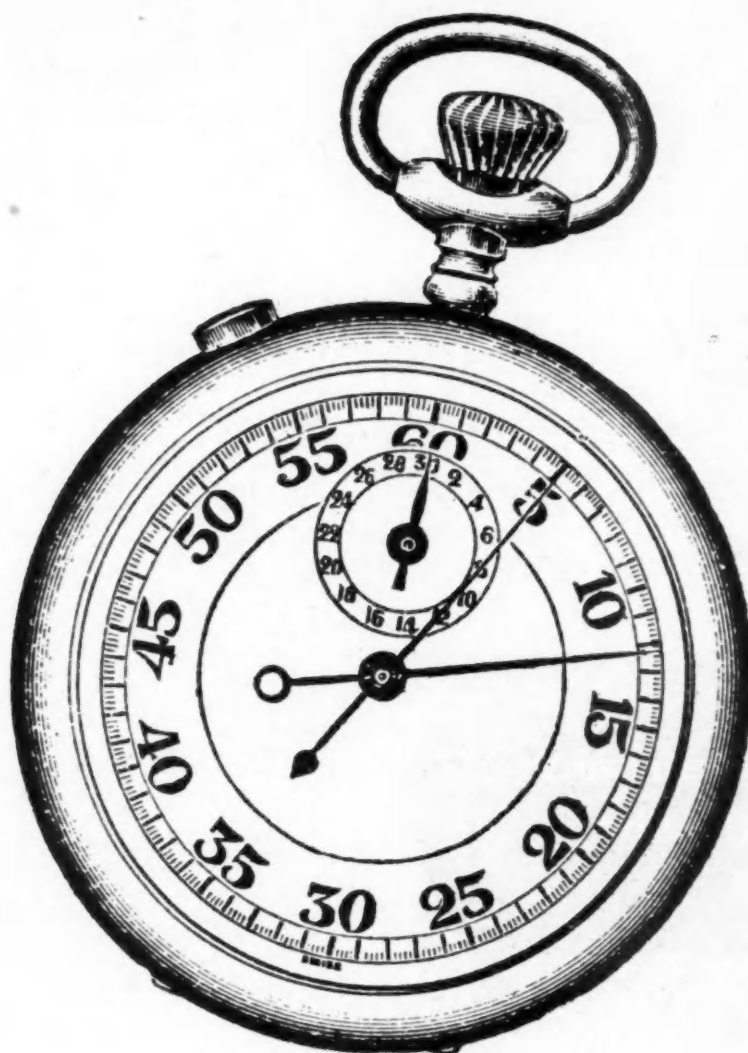
Of the total fleet mentioned, about half are Ford Traders, there also being several E.R.F. eight-wheelers and a Foden eight-wheeler. The remainder are Albion, Commer, Austin Loadstar, Leyland Beaver and Maudslay Mogul vehicles. Of the Traders, 20 have been given third-axle conversions, whilst a further nine are in tractor form, operating in conjunction with six B.T.C. and seven Carrimore 10-12-ton trailers, which are used for bulky loads. Laminair suspension has produced particularly good results on one of the articulated units, which are the vehicles most likely to return unladen.

Fielders have their own body shop which, in addition to

fortnight for preventive maintenance and routine inspection. Where the drivers report any need for attention the particular items are dealt with immediately. The policy of quick renewals will, of course, eliminate the necessity for certain of the heavier work although main repair procedure will continue to be expedited by the extensive use of spare assemblies. A half-day is reckoned as sufficient for change of a power unit.

The workshops perform many duties, including regular inspection, on Saturdays and Sundays, this being a time when there are better facilities for detailed examination than while the vehicles are under pressure from the traffic department.

The mechanical record of the fleet is something of a tribute to the manufacturers concerned and it seems that the type of bodywork damage which is so liable to occur at the docks, and in some loading banks, is more of a problem than actual engineering failures. With the introduction of numerous new vehicles a system of recording individual vehicle histories is to be introduced.

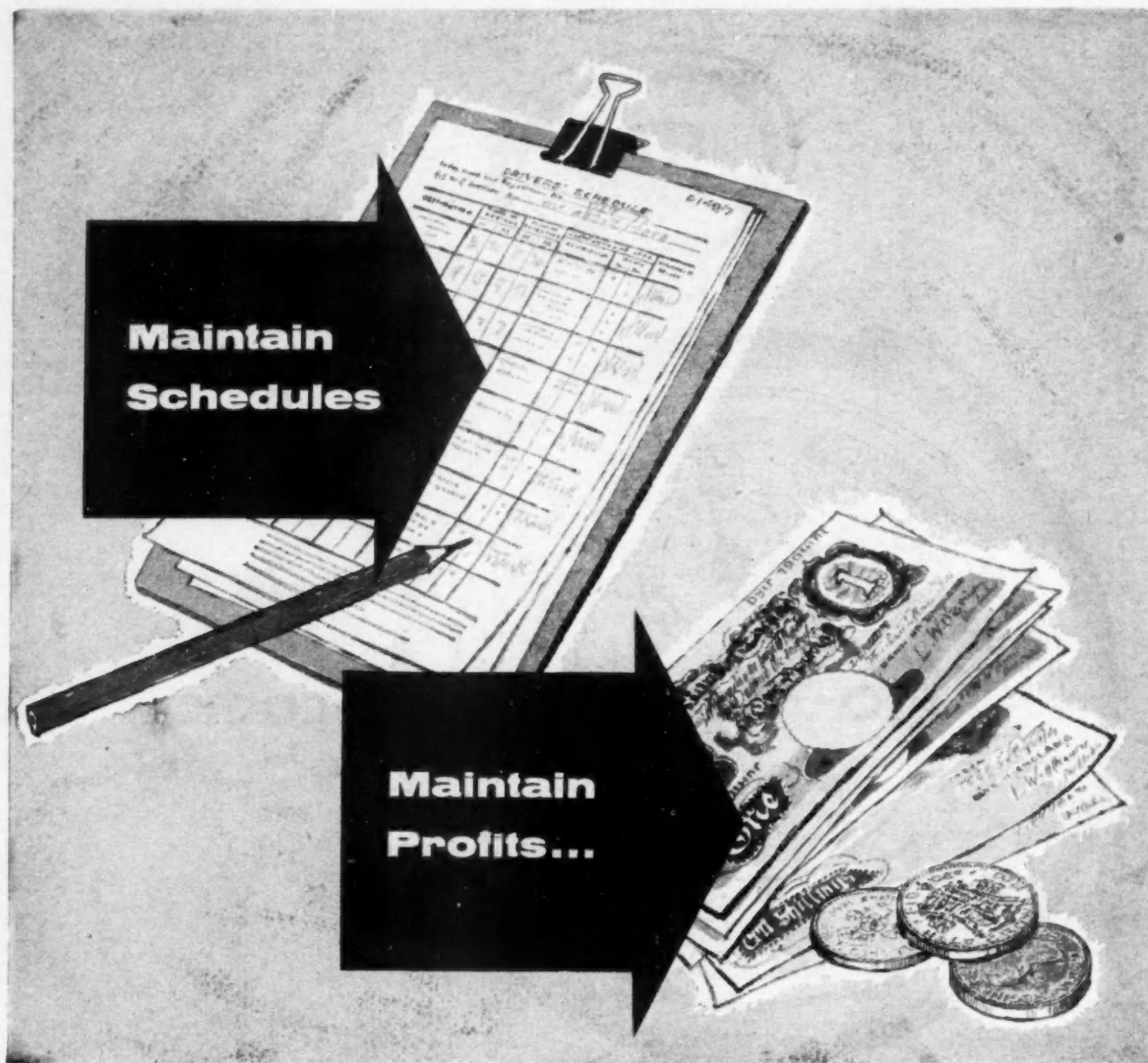


**KEEP
PACE
WITH
THE
CLOCK**



Every operator knows that with trucks or buses, time is money. Time out of action means money out of pocket. Operators know well enough the reasons for regular preventive maintenance . . . avoiding breakdown on the job and schedule-wrecking lay-ups. But some still question the amount of time and cost involved; does preventive maintenance really beat the clock; does it really make sense—and pence?

To these operators, the message on the following three pages is of special interest. They show why routine attention at the *priority points* of your vehicles does make you time and money . . . with developments in servicing by Automotive Products Company.

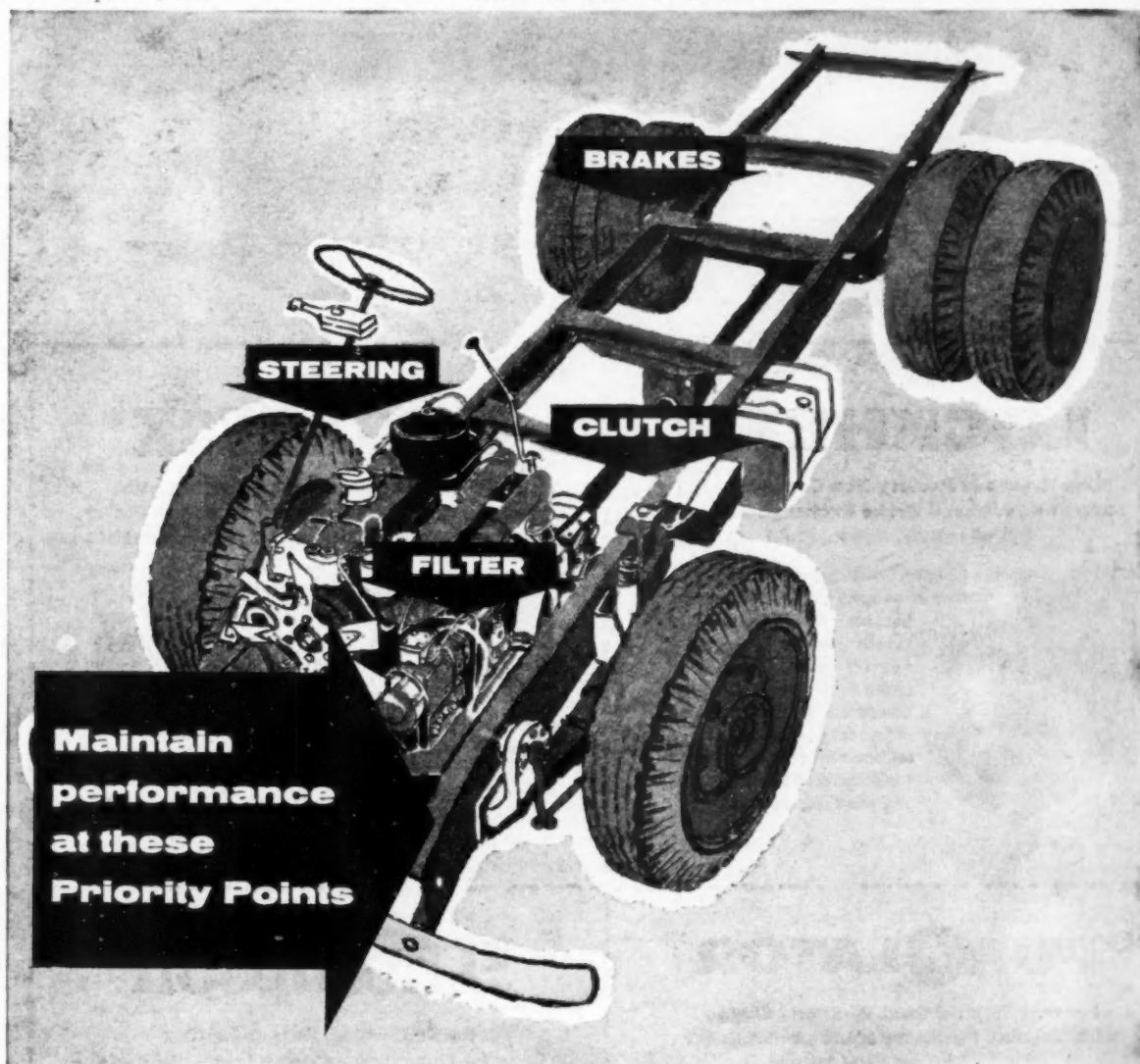


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AUTOMOTIVE



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- Setting up a regular inspection schedule for your vehicles can make sure that they're in top form for the big jobs. This maintenance is particularly important at the *priority points*. Brakes, clutch and steering are easily checked for any sign of excessive wear; oil and diesel-fuel filters are quickly renewed with refill elements. The whole *priority points* inspection takes only a few minutes; it can prevent a breakdown that might lose hours . . . and pounds.
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- When you maintain with genuine products of Automotive Products Company, your replacement carries the house-mark of Britain's leading firm in the field, one or more of whose products is fitted to nearly every vehicle made in Britain.

PRODUCTS CO. LTD.

FOR 'FACTORY-NEW' PERFORMANCE AT 'PRIORITY POINTS'

LOCKHEED*

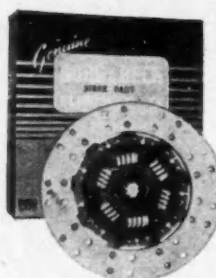
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COMMENTARY

by JANUS

PIECE OF CAKE

LONG before this the Chancellor of the Exchequer has made up his mind exactly what proposals he will put in his Budget and there is virtually nothing that could make him change his mind. The various interests and pressure groups that have made him their target for several weeks past have lapsed into silence, and are no doubt preparing their ammunition to begin firing again almost before the Chancellor has sat down. The public, which has been fed with every possible kind of forecast, is now at last prepared to wait upon events.

Through their organizations road users have been vigorous in staking their claim, but in private they have hardly been optimistic. The paradox of their case is that the stronger it becomes the less likely is it to be acknowledged by a cut in taxation. They can point to the practical certainty that if taxation continues at its present level they will be paying something approaching £50m. more next year than this, approximately a third of the whole of the Government's road expenditure. The British Road Federation estimate that by 1967 the annual revenue from road users will have reached £880m., of which over £700m. may be retained by the Exchequer after meeting the cost of the roads.

UNFORTUNATELY, the Government can make these calculations with equal ease and regard the conclusions from a different point of view. The ideal tax is, among other things, one that presents little difficulty in collection, is levied on an imported commodity that it would not be feasible or profitable to smuggle, and can be equitably spread over a wide section of the community. The fuel tax, which provides the lion's share of road revenue, meets these requirements admirably, with the additional advantage that it increases each year.

Public resentment, especially among vehicle owners, is not negligible and usually rises to its highest point around Budget time. On the other hand most people dislike taxation on principle and the politicians know from experience that indignation seldom reaches explosion point when there is no actual increase in the rate of a tax. So long as the Chancellor refrains from placing fresh burdens on the road user he will be able to have his cake of grudging public acquiescence and eat it too in the form of extra income.

Although probably a long way from admitting it, the car owner is coming by degrees to accept a tax of 2s. 6d. a gallon on his fuel. The gradual decline in the value of money makes the half-crown appear less and less to him. There is an equally comforting trend towards better fuel and its more economic use, mostly in the form of more miles per gallon. The Government are getting more and more out of road users but possibly less and less out of the individual user. At the back of his mind he may hold the opinion that this is not a bad arrangement.

The commercial operator has a stronger case for a reduction in tax. He is an increasingly important element in British trade and industry. Once again the B.R.F. have provided statistics to illustrate the point. The estimated index figure of 119 for industrial production in 1960 is based upon a figure of 100 for 1954 and the number of ton-miles covered by road and rail in the six years rose from 41,600m. to 54,000m. There was a substantial decline in the volume carried by rail, however, whereas the

road figure rose by over one-third to a total of 26,700m. ton-miles.

For passenger transport the picture is not quite the same. Between 1951 and 1959 there was an increase, small but unmistakable, in the number of passenger-miles covered by rail, whereas public road transport showed a decline from 51,300m. passenger-miles in 1951 to 45,300m. in 1959. Mileage by car almost doubled in the same period and, in fact, is now as considerable as public transport by road and rail together.

THE Government have their stock answer to arguments of this kind. They point out reasonably enough that if the revenue from one source is reduced it must be made up from somewhere else, and road users are hardly in a position to say bluntly what other sections of the community they think should be made to pay more. Whether or not a tax on road transport is a tax on industry, it must have some effect as a brake on the growth in the number of road vehicles. It may be argued that this at least eases the problem of road congestion. The fact that high taxation keeps up rates will not weigh heavily with a Government that have already committed themselves to subsidizing the railways and may have to pay out more if the competitive position of road transport is still further enhanced.

The case for reducing road taxation has been put forward year after year in terms that change very little and the Government reply has also the merit at least of being consistent. The main purpose or the main effect of the exercise may be to provide a further opportunity to show the growing need for a better road system. The statistics about ton-miles and passenger-miles must be studied in conjunction with the fact that the number of actual road miles has scarcely increased at all.

THE extra cost in which road taxes involve trade and industry would be more than compensated by the savings that would be made if a sufficiently bold programme of road expenditure were put into effect. The commitment by the Government would not have to be excessive, at any rate over the next few years. The B.R.F. themselves ask no more than that capital spending on new and improved roads should be permitted to rise to "not less than £200m. a year," within the next three or four years. This may be compared with the Government's own estimate of an expenditure of approximately £100m. in the year 1962-63, and, even by the B.R.F. standard, Government road spending for all purposes would be no more than £250m., or something like a third of what might reasonably be expected from taxation at its present level.

Assuming that no reduction in tax rates is possible, road operators must keep up the pressure intended to make the Chancellor more generous towards them. What must be particularly strongly resisted is any suggestion of an increase in tax, which may take the form of some new imposition such as the payment of tolls. A road scheme that is not worth doing for itself should not be launched. If there is a need for it the policy must be to give every inducement to operators to use it. To charge a toll would be just as sensible (or absurd) as making them pay extra for the privilege of continuing to use the old roads that previously provided the only available route.

Expansion Trends in Haulage

Numerous B to A Licence Switch Applications

TWO of the main applications this week are switches from B to A licence—W. Cumming (Hauliers), Ltd., in Scotland, 20 vehicles, and Cousins Transport, Ltd., in the Eastern Traffic Area, six vehicles.

Other important applications include: Road Services (Caledonian), Ltd., new A licence for four small vehicles; J. Brindley, Sharnford, in the East Midlands, new A licence for three bulk tipping tankers; and Silcock and Colling, Ltd., Dagenham, new A licence for three car transporters.

SCOTTISH (NORTH)

Applications

SN 1/4/1.—R. Thomson and Sons, Ladybank, new A lic. 1 veh. (5½t) potatoes for Reid Graham and Co., Ltd., between Scotland and England. Now on contract-A lic.

SN 1/4/2.—D. and D. Transport (Dundee), Ltd., new A lic. (1) 3 veh. (11½t) e.e., Angus, Fife, Perth and Kincardine; (2) 1 veh. (6t) g.s. within Scotland, and jute, foodstuffs, machinery, paper, agric. products and hides to Midlands; (3) new B lic. 2 veh. (7½t) agric. produce and manure within 15 miles, road and building mats, 25 miles, liquid tar and asphalt 75 miles and to and from Peterhead and Fraserburgh; (4) new B lic. 2 veh. (7½t) liquid tar and asphalt within 75 miles and to and from Peterhead and Fraserburgh. Takeover of unexpired portions of licences issued to James Thomson, Broughy Ferry.

SN 1/4/3.—Albert L. Valente, Auchtermuchty, new A lic. 1 veh. (3½t) goods from Fife to Glasgow and England.

SCOTTISH (SOUTH)

Applications

SS 1/4/1.—Road Services (Caledonian), Ltd., new A lic. (1) Dumfries 2 veh. (2½t) small consignments, fresh meat, light machinery, confectionery, foodstuffs, butter, urgent perishables and parcels; mainly in South Scotland traffic area, with occasional journeys to Carlisle and Cumberland. (2) Dumfries, 1 veh. (1t) small consignments, foodstuffs, confectionery, urgent perishables and parcels; normally in Wigtownshire, and occasionally to South Ayrshire. (3) Lockerbie, 1 veh. (1½t) small consignments, fresh cream and milk, confectionery, foodstuffs, urgent perishables and parcels; normally Lockerbie and Langholm areas, occasionally Carlisle.

SS 1/4/2.—M. R. Clark and Sons, Kirkcubrecht, new A lic. 1 veh. (3½t) goods for McKee Bros., Ltd., Largs, with return loads as required. Now on contract-A lic.

SS 1/4/3.—William Cumming (Haulage), Ltd., Paisley, new A lic. 8 veh. (29t) 12 arts. (14½t) e.e. within 25 miles. Now on B lic.

SS 1/4/4.—Henry Wilson, Govan, new A lic. 1 art. (4½t) goods for Wm. Milne and Co. (Sawmills), Ltd., and Philip and Bruce (Timber), Ltd., mainly within 50 miles, now on contract-A lic.

SS 1/4/5.—Thomas McMillan, Newton Mearns, new A lic. 1 art. (8t) goods for Scottish Adhesives, Ltd., Lambhill Engineering, Ltd., and Carruthers Cranes, Ltd.; 25 per cent. Scotland, 75 per cent. England and Wales.

SS 1/4/6.—Furniture Express Delivery Service, Glasgow, A var. add 3 veh. (9t).

SS 1/4/7.—W. J. Smith, Uplawmoor, A var. add 1 veh. (8t).

SS 1/4/8.—John Paton, Fauldhouse, new B lic. 2 veh. (8t) meat in insulated vans, within 25 miles. SS 1/4/9.—William Stokes and Sons, Carstairs, new B lic. 2 veh. (7t) (1) goods, excluding livestock within 60 miles; (2) goods, excluding livestock within 25 miles.

SS 1/4/10.—A. Ramage and Sons, Douglas Water, B var. add 6 veh. (21½t) road and building mats, and coal ex. rail heads, within 40 miles.

c32

EAST MIDLANDS

Applications

EM 5/4/1.—R. G. Greenfield, New York, new A lic. 1 veh. (3½t) agric. produce and machinery, mainly within 200 miles.

EM 5/4/2.—J. Brindley, Sharnford, new A lic. 3 tipping tankers (18½t) specialized bulk tanker transport for the carriage of cement, sand, grain, flour, lime and other goods within 350 miles.

EM 5/4/3.—T. Hodgkinson, North Hykeham, A var. add 2 veh. (18t) grain tippers, mainly bulk grain and agric. produce and requisites, G.B.

EM 5/4/4.—H. and A. Swift, Ltd., Skegness, A var. add 2 veh. (6½t) mainly motor spares and components, London, Home Counties, Midland, Eastern Counties and Yorkshire.

EM 5/4/5.—T. W. Oliver and Co., Ltd., Grimsby, new B lic. 1 veh. (4½t) frozen and fresh fish from Aberdeen to Grimsby and Hull.

EM 5/4/6.—T. J. Wombwell, Nottingham, new B lic. 1 veh. (1t 4c) towing of caravans, G.B.

EM 5/4/7.—W. H. Phillips, Ltd., Wirksworth, B var. add 6 veh. (27t) dry limestone for Bourne and Shaw within 120 miles.

Decisions

EM 30/11/2.—R. S. Evans, Thurmaston, new A lic. 1 veh. refused.

EM 14/12/6.—A. G. Sly, Sleaford, new B lic. 1 veh. withdrawn.

EM 30/11/4.—Walker and Son (Hauliers), Ltd., Newark, A var. add 2 veh. granted.

WEST MIDLANDS

Applications

WM 6/4/1.—Leonard Green (Haulage), Ltd., Rotherham, base Sneathwell, A var. add 2 arts. (15t) delete 2 veh. (9t).

WM 6/4/2.—W. H. Ewins, Solihull, new B lic. 1 pole unit (11t) road timber within 150 miles.

WM 6/4/3.—J. and A. Samuel, Ltd., Wolverhampton, B var. add 2 veh. (7t) e.e. within 40 miles.

EASTERN

Applications

E 3/4/1.—T. A., B. L., and D. T. Tomkins, Riseley, new A lic. 1 veh. (2½t) mostly farm produce, mostly Midlands.

E 3/4/2.—F. A. Orriss, Stoke-by-Nayland, new A lic. 1 veh. (3½t) farm produce, coal and coke, scrap iron, chalk, sugar beet, pulp; London, Ipswich and Colchester.

E 3/4/3.—Turners (Soham), Ltd., Fordham, A var. add 3 arts. (15t) delete 2 vehs. (14½t).

E 3/4/4.—A. T. Lobb and Son (Transport), Ltd., Braintree, A var. add 1 veh. (3t).

E 3/4/5.—G. W. Wyatt, Danbury, A var. add 1 veh. (4t).

E 3/4/6.—Malden Transport and Grain Co., Ltd., A var. add 1 art. (4½t). Now on contract-A lic.

E 3/4/7.—Cousins Transport, Ltd., Sibie Heddingham, A var. add 6 vehs. (17½t) now on B lic.

E 3/4/8.—J. L. G. Downie, Bacton, A var. add 2 vehs. (8½t) delete 1 veh. (3t).

E 3/4/9.—British Railways, Benfleet, A var. add 1 art. (3t).

E 3/4/10.—J. O. Vinter and Son, Ltd., Cambridge, new B lic. 2 vehs. (5½t) soft drinks, tobacco, confectionery, within 25 miles.

E 3/4/11.—R. R. Garner, Eastwood, new B lic. 1 veh. (3½t) furniture and household effects within 100 miles.

E 3/4/12.—A. P. Hawkins, Great Yarmouth, new B lic. 1 veh. (4½t) furniture and removals within Home Counties, 120 miles, occasionally Scotland.

E 3/4/13.—G. Williams Engineering Co., Ltd., Thetford, new B lic. 1 veh. (3½t) refrigeration equipment and frozen foods, within 150 miles.

E 3/4/14.—Spicers, Ltd., Sawston, B var. add 1 veh. (9t) 8-wheeler.

E 3/4/15.—J. J. Tooke, Scotton, B var. add 2 vehs. (7½t) fresh fruit and vegetables, frozen and canned goods, empty containers for Westwick Frozen Products, Ltd.; fruit and empty containers for Norfolk Fruit Growers, Ltd.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.s., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

METROPOLITAN

Applications

M 30/3/1.—Silcock and Colling, Ltd., Dagenham, new A lic. 3 car transporters (24t) goods, mainly unpacked new and second-hand Ford cars and light vans, England and Wales.

M 30/3/2.—D.H. Transport, Ltd., Tottenham (1) A var. add 6 vans (20t 5c) 1 art. (6t 17c) e.e. England, Wales and occasionally Scotland. Takeover Cross Road Carriers, Ltd., N.U. furniture and household effects, general van traffic, motor parts, building mats, etc., mainly within 60 miles; (2) new B lic. 2 vans (5t 17c) furniture and household effects and plastics goods and mpts. within 50 miles of Tottenham Hale. Takeover Cross Road Carriers, Ltd.

M 30/3/3.—W. Keens, Ltd., Ilford, A var. add 6 tankers (25½t) bulk pressurized cement within 200 miles.

M 30/3/4.—F. C. Shadbolt, Hoddesdon, A var. add 1 art. (5½t) building mats., steel, timber, fruit, vegetables, paint, rubber, boats, electrical parts, furniture, glass, show equipment, manufactured goods, shoes, plastics; London, Cambridge, Oxford, Buckingham, Norwich, Midlands, Manchester, Carlisle, Glasgow, Dundee, Northern Scotland, South Wales, Exeter, Bodmin, Penzance, Newcastle, Sheffield, Liverpool, Hull and Nottingham.

M 30/3/5.—Stacey and Son, Ltd., Enfield, A var. add 1 art. (4½t) g.g. and merchandise, G.B.

M 30/3/6.—Albany Transport (London), Ltd., Forest Hill, new B lic. 3 veh. (9t) goods for General Shipping and Forwarding Co., within 25 miles and to and from Southampton.

M 30/3/7.—R. J. Stevenson, Hornchurch, new B lic. 1 veh. (4t) agric. requisites, hay, straw and manure within 100 miles.

M 30/3/8.—T. W. Bates (Aggregates), Ltd., Stanwell, B var. add 12 T. (48t) rubbish from building sites and roadworks, within 20 miles of North Sheen.

M 30/3/9.—London Fish Merchants Association (Billingsgate), Ltd., add 7 vehs. (22½t) (to be hired) fish and empty boxes for members ex. London railhead, collection and delivery to Billingsgate market, with empty boxes in return.

Decisions

M 12/10/13.—Task Haulage, Ltd., South Ruislip, new B lic. 4 vehs., granted.

M 7/12/6.—Cables Montague, Ltd., S.E.10, new B lic. 1 collection and delivery veh. granted; 1 veh. and 1 trl. for maintenance granted.

M 4/1/6.—D. Underwood Transport, Ltd., St. Albans, A var. add 1 veh. granted.

M 18/1/2.—Express Delivery Service, Feltham, new A lic. 2 vehs. dismissed.

M 18/1/1.—J. E. Ball and Co., E.I. new A lic. 2 vehs., refused.

M 11/1/3.—D. and C. Transport, E.14, new A lic. 1 veh., dismissed.

M 11/1/4.—W. Alibby and Son, S.W.7, A var. add 1 veh., dismissed.

VAUXHALL IMPROVE SAFETY RECORD

IN spite of an increase in the number of hours worked, both the injury rate and the number of injuries involving lost time decreased in Vauxhall Motors' factories last year.

Injuries involving lost time decreased from 261 to 232, and the total number of hours worked in 1959 was 47,280,608 compared with 48,343,957 in 1960.

No fewer than 20 out of the 32 departments of the Luton and Dunstable factories improved their safety records; five of them had completely clear records in a total of 4½m. working hours and so qualified for 1960 Safety Awards of Merit, presented annually by the company.

These figures are taken from the Vauxhall Motors Safety Division's report for 1960.

**LEADING
OPERATORS
CHOOSE**

A.E.C.

"The best is always cheapest in the long run"

says **Harold Wood**, Managing Director, Harold Wood and Sons Ltd.

'With hundreds of industries dependent upon our running always to schedule, we couldn't afford to risk trouble and delay on the road,' says Mr. Wood. 'In other words, we couldn't afford anything but the best in chassis and, as you would expect, the best has proved to be the cheapest in the end! Our costs per mile records on A.E.C. "Mammoth Majors" and "Mercurys"'

show that these big modern diesels are not gluttons for fuel at all. Also, because of their first-class engineering, they give us virtually no trouble, need less maintenance, and keep our costs down all round.'

Whenever you have a job that calls for 'heavies' it pays to specify the advanced chassis that gives more pulling power for every pound spent—A.E.C.



A.E.C. LIMITED · SOUTHALL · MIDDLESEX



CV 10/60

C33

Incomparable

SHELL ROTELLA OILS

Leadership in Lubrication



Towards Greater Vehicle Security

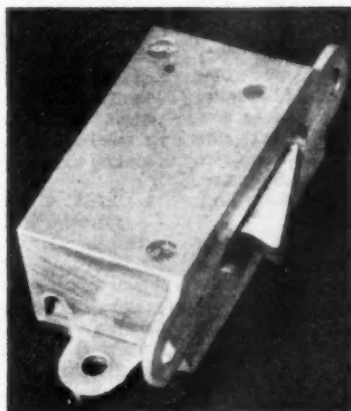
A SECURITY system developed by Patfield Electrical Services, 63a Lyndhurst Way, Peckham, London, S.E.15, is said to be the first which prevents all doors on a vehicle from being opened and at the same time sounds an alarm when a forced entry is attempted. Another part of the system prevents either a petrol or oil engine from being started until a special switch has been set.

Basis of the system is a master switch which is connected with from one to 10 electric alarm locks in a circuit using the vehicle's battery. The master switch is mounted at any convenient point and is operated by a special key inserted from outside the vehicle. Alarm locks are fitted to all doors required to be secure, and when the key is turned clockwise in the switch an electrical impulse is transmitted to all locks, which then close.

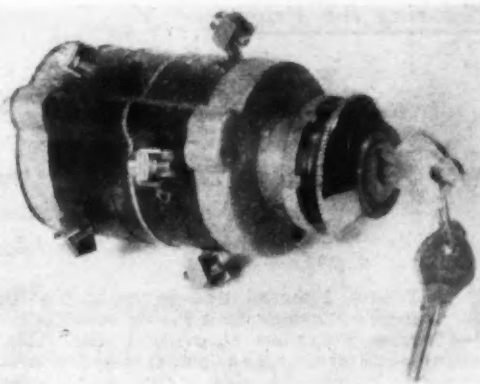
Thus all doors are locked from one position, in one operation, and it is then impossible to enter the vehicle until the locks are opened by the transmission of a reverse impulse from the master switch. This is done by turning the key anti-clockwise in the switch. In addition, attempts to force the doors open when the switch is set, start off an alarm which is only stopped by turning the key.

Once the locks are set in the closed position, no current is used and even if the battery is disconnected the locks will remain secure. The locks are strongly made and able to withstand a force of at least 1 ton—under test, a load of 3 tons has been applied to one lock before failure occurred.

*New System
Locks All Doors,
Sounds Alarm,
Cuts Out Engine*



To give protection against duplication of the keys for the master switch (only two are supplied with each switch), Yale blanks with special groove sizes are used. The particular design of blank is obtainable only from Patfields, and it is therefore only from them that spare keys can be obtained. In the event of a key being



(Above) The master switch is normally mounted in the body side and, when operated by the key, transmits an electrical impulse to the door locks. (Left) A door lock in the locked position.

lost or stolen, the master switch can be exchanged at a nominal charge for one having a different plunger arrangement and an extra safeguard is that skeleton keys cannot be used in the switch, because there is a comparatively high resistance to the rotation of the plunger barrel.

It is possible to fit the special locks to both hinged and sliding doors, to shutters, and also to braking systems, gearboxes and fuel-injection pump racks, to make a vehicle completely immobile.

In addition to the door locking system, a separate circuit is linked to the alarm. This incorporates a hidden switch which is used to break the ignition circuit in the case of a petrol engine or the battery isolating switch circuit in the case of an oil engine and make either inoperative. If attempts are made to start the engine, the alarm sounds and continues as long as the ignition or battery circuit is closed.

New Coaches For All Ribble Holiday Tours

A PROUD claim for Ribble Motor Services, Ltd., is that, on completion in May of an order for 20 new coaches, every holiday tour in the coming season will be operated by a new vehicle.

First five of the coaches, 32-seater Harrington Cavaliers are shown below. These vehicles were delivered in time for Ribble to put them in Easter service on tours to Scotland and the south of

England, marking the start of the 1961 season.

Built on Leyland Leopard chassis, with air suspension of the Dunlop Pneuride type fitted to both front and rear axles, the vehicles are equipped with two-speed rear axles having ratios of 6.14 and 4.5:1 respectively. Each of the 32 seats is fully adjustable.

The 20 tour coaches will be followed by a further 15 Cavaliers, similar in most respects, but fitted with 41 seats. These will be used for express services, excursions and private hire.

Delivery has also been taken by Ribble of the first five vehicles of an order for 50 Leyland P.D.3/5 buses with M.C.W. highbridge 72-seater front-entrance bodies.

Ribble's subsidiary, W. C. Standerwick, Ltd., will shortly take delivery of 12 Atlantean Gay Hostess coaches, increasing the fleet to 22, which is in addition to 15 Ribble Gay Hostess coaches.



Planning for Profit

Looking to the Future

Though Elimination of Unnecessary Incidental Expenses is a Continuing Necessity, Provision for Retention and Expansion of Traffic Must be Made

LAST week I showed that, no matter how small an operator's fleet might be, it was not correct to claim that there were therefore no overhead costs. This, unfortunately, continues to be the attitude of many inquirers anxious to enter the industry. The ultimate result would be that, if this contention was persisted in, such an operator could undercharge his customers, with adverse repercussions on the livelihood of his local competitors.

Overhead costs are, in fact, inevitably incurred by every operator, although the number of items involved, as well as the total amount, will vary according to both the size of operator and type of work he undertakes. These costs can be conveniently grouped under nine headings, namely: Management, Office, Garage and Stores, Warehouse, Branch Depots, Sales, Professional Services, Auxiliary Fleet, and sundry items. Expenditure incurred under the first three groups were dealt with last week.

Trade and industry increasingly require the transport operator to provide storage facilities for their goods, particularly where national coverage of several lines is required. Such buffer depots, when strategically sited geographically, can give substantial economy in overall distribution costs. But even the largest industrial combines are often reluctant to provide a complete network of depots themselves and prefer to hire such facilities, possibly to supplement their own depots. But to meet this requirement the haulier must be prepared for both initial and recurring expenditures.

Where the warehouse was of sufficient size, staff would have to be employed exclusively for that purpose and their salaries and wages allocated accordingly. In the simplest of accommodation some expenditure on equipment, such as trolleys, would be necessary, whilst a substantial amount would be involved in providing a modern and fully mechanized warehouse.

WHATEVER the type of warehouse envisaged, a recurring expense would be the quarterly or half-yearly accounts in respect of rent and rates, lighting and power, heating and water.

Where the agreement between the haulier and the customer provided for the haulier to keep stock records of the customer's goods currently in the warehouse, allowance would also have to be made for clerical labour, office accommodation and possibly stationery on this score.

It is common practice for an expanding transport operator to make interworking arrangements with other operators, particularly where long-distance running is involved. In most cases it would be uneconomic for such an operator, in the early stages of development, to contemplate opening a depot at the extremity of his service to facilitate back-loading.

With the increasing size of the organization, however, the opening of one or more branch depots may prove to be a worth-while proposition. If such a policy is adopted it is important that the costing system throughout the company concerned allows for determining the profitability of each branch. When accurate records are not available any increase in gross revenue, and even net profit, may be misleading. Some depots may not be earning their keep, although this fact is obscured by the existence of highly successful branches. Particularly where a succession of branches has been acquired or opened, some abstraction of traffic from other branches may have passed unnoticed if separate accountability is not maintained.

A further advantage of ensuring that separate branch accountability is maintained is the ready comparison which is then always available between the cost of operating a depot

and employing an agent. As with warehousing, expenditure on depots could be incurred on any of the same seven items listed 3 to 9 in the table shown on page 359.

Whether or not warehouse and branch depots are maintained, some expenditure, however small, would probably be incurred by most operators on the remaining 25 items of overhead costs. Both stationery and postal charges, unfortunately, continue to increase from time to time and to a large extent are unavoidable, although, where regular services are maintained, some operators take full advantage of the opportunity thereby given to institute their own internal mailing system. But, even so, a substantial expenditure must inevitably be involved in stationery necessary both for the keeping of statutory records and for traffic control and accounting.

A SUBSTANTIAL item of expenditure for most transport operators is the provision of a telephone, and of branch exchanges where these are justified by the size of the organization. Faced with a formidable half-yearly telephone account, it is understandable that ways of reducing this amount should be explored, but in the majority of cases it has to be admitted that rapid communication is vital to transport operation.

To cite one example, a successful removal contractor told me recently that it was his company's policy that drivers should report back to headquarters by telephone, no matter where they might be after unloading, to receive further instructions, assuming, of course, that these have not already been given. It may well be that in the majority of cases they had to be told to return direct to base, but on the few occasions that a convenient and urgent return load was available to be collected, the revenue thereby obtained more than offset many apparently fruitless and expensive telephone calls.

Nevertheless, the total overall costs of the substantial amount of telephoning necessary to control transport must be allowed for when assessing charges.

In the larger organizations the items "Telephone and Communications" could include the expense of installing and operating the Post Office Telex Service, as now used by some operators. Similarly, the cost of installing radio control could also be included under this heading.

ITEM 34—Travelling Expenses—relates to fares paid for public transport, such as could arise when a driver is sent to collect a new or repaired vehicle or, alternatively, on returning home after making a corresponding delivery. Also, in some instances, it might prove less expensive to change over driving staff by this means or, alternatively, bring them home for the week-end, than by travelling in their own vehicles.

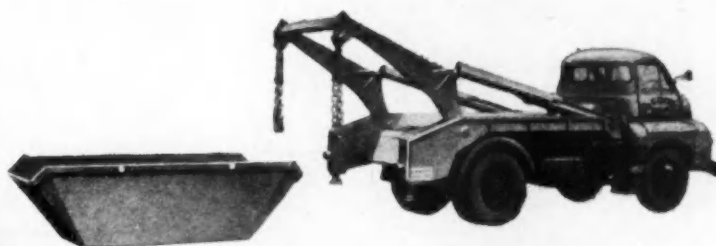
In passenger transport operation and some industries, such as food, staff uniforms are provided, when it is convenient to record the resulting expenditure as an overhead cost. This, incidentally, is a practice which is tending to increase, to the betterment of the status of the road transport industry generally.

As distinct from any mechanical equipment provided in a warehouse to facilitate unloading, transhipment and reloading of goods, some types of operation may call for the provision of external loading equipment, for which the resulting expenditure could be recorded under item 36. For example, during a sugar-beet campaign a large operator may find it more economic to provide his own loading equipment on the site to effect quicker turn-round of vehicles.

The next five items of overhead costs are grouped under the heading "Sales." It is an unfortunate mistake on the part of

(Continued on page 359)

MARREL Multi- Bucket Unit



One unit – variety of containers

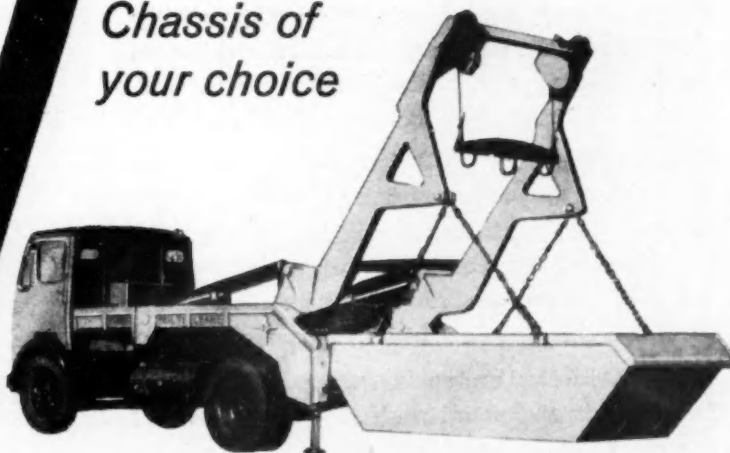
Pick up and away in 30 seconds.
Fingertip control by the
driver as he sits in his Cab.
Vehicle in constant use.
No waiting time for loading.
Payload 5 – 30 tons.

*A revolutionary
handling method!*

ADOPTED BY LEADING BRITISH INDUSTRIES

MARREL Multi- Crane Unit

*Units fitted to
Chassis of
your choice*



Incorporating a mobile crane with a payload

Contractors use it	Steelworks use it
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AM7

c37

NEW FEATURES BETTER PRICE

What better reason for taking a closer look at the Dodge 7 tonner for '61. With the new 354 cu. in. diesel, prices are down over £200†. Yet the specification now includes a high tensile steel frame for extra load support . . . rear helper springs as standard fitment . . . and more power wedded to a five-speed gearbox for peak performance.

With a single-speed axle, the maximum gradient climbable is 1 in 4½, top speed over 55 m.p.h. That's real operating flexibility for faster schedules with maximum loads. Remember too, the big capacity 354 cu. in. diesel is always working well within its limits for greater fuel economy and a longer working life.

So take a closer look at the Dodge 7 tonner. Compare specifications—the engine capacity and transmission for instance. To achieve the same operating efficiency as a Dodge, you may well have to specify optional extra equipment—such as a five-speed gearbox and probably a two-speed rear axle. On a cost per ton/mile basis the Dodge with the built-in bonuses will save you money all the time.

Made in Britain and made to last, the Dodge 7 tonner is just one of the 48 Forward and Normal Control models lined up to serve you in '61. Tough, powerful, dependable Dodge!

†FIRST ANNOUNCED AT THE EARLS COURT COMMERCIAL VEHICLE SHOW

NEW 354 CU. IN. (5.8 LITRES) DIESEL

New 354 cu. in. diesel (available 7 and 8 ton models, also tractors), develops 112 b.h.p. at 2,800 r.p.m. Direct injection for maximum fuel economy . . . distributor type injection pump with built-in automatic advance and retard mechanism for optimum performance . . . long life, quiet operating helical timing gears . . . and hydraulic governor for uniformity of fuel delivery control—these are among its many quality features.



TAKE A CLOSER LOOK AT THE

DODGE

7 TONNER

COMPARE THIS DODGE SPECIFICATION
The Dodge 140½ in. wheelbase 7 tonner with 354 cu. in. diesel engine.

	DODGE	
Designated load	7 tons	
Designated G.V.W.	23,000 lb.	
Diesel power unit	354 cu. in.*	
Clutch	13 in. dia., hydraulic actuation	
Transmission	Five-speed	
Chassis frame	High tensile steel	
Suspension	Dual rate front and rear	
Rear helper springs	Standard	
Tyre equipment	8.25-20, 12-ply	
List price—Chassis/cab	£1,429.0.0	
Extra for five-speed gearbox	Standard	

* Also available with 305 cu. in. diesel (Chassis/cab £1,359) and 351 cu. in. diesel (Chassis/cab £1,576)

...YOU SEE MORE AND MORE ON THE ROAD

You take the **HIGHROAD**

**There is no
other tyre made
that can give you
a greater return
in mileage and
performance**

LATEST TREAD COMPOUND

You take the 'HIGHROAD' and get more tread rubber—compounded by advanced high-quality techniques.

UNBROKEN RIBS

You take the 'HIGHROAD' and get even—and therefore economical—wear across the whole width of the tread. Recessing gives cool running in the shoulder region.

ANTI-SKID NOTCHES

You take the 'HIGHROAD' and experience new safety. Multi-directional notches in all tread ribs give powerful resistance to skidding at all loads on all road surfaces.

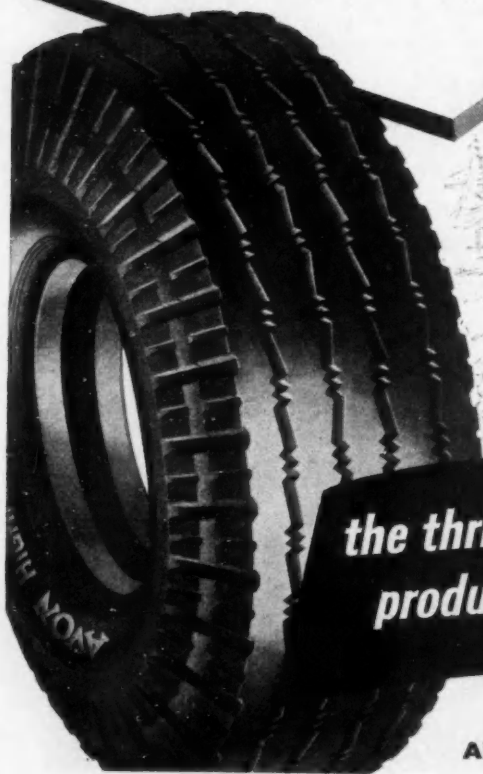
DOUBLE REINFORCED BUTTRESSES

You take the 'HIGHROAD' and get great strength throughout the

shoulder region with protection from tread chipping caused by kerbing or backing on to ramps, ensuring maximum tread life.

ANTI-STONE-TRAPPING GROOVES

You take the 'HIGHROAD' and see how its narrow grooves of special design will not pick-up or carry destructive stones. The groove bases are also shaped to resist tread cracking.



*the thrifty-est high quality tyre ever
produced—even by **AVON***

AVON AN ALL-BRITISH ORGANISATION

many operators to underestimate the need to sell a service, as distinct from a commodity. However excellent the service provided, it is of vital importance to an operator that his sales organization should be equally efficient. With increasing competition from both the railway and expanding C-licence fleets, this is more than ever necessary.

In the smaller organization the manager will probably carry out the functions of both control and sales. With larger fleets, however, representatives or canvassers for traffic might be employed, with expenditure incurred both for the salaries and car expenses. Such staff, relieved of any other responsibility, could concentrate on the varying traffic problems of their existing and potential customers, so as to be in a good position to bargain with the appropriate traffic managers. At the same time, even when regular traffic is passing satisfactorily to both parties, the courtesy call can have long-term value in maintaining the goodwill of established customers. Otherwise competitors would be only too glad of the opportunity to take the initiative.

Whilst there is no doubt that service needs selling just as much as a commodity, it must be admitted that the application of direct advertising and publicity to road transport presents considerable difficulty. But that is no excuse for a complete lack of any form of publicity.

THE attractive appearance and smart turn-out of the vehicles themselves must obviously contribute to the goodwill of the organization. The presentation of the advantages which road transport can offer, compared with other forms of transport, can usually be best handled at a national level by the appropriate trade association, such as the Road Haulage Association and the Passenger Vehicle Operators' Association, and also through the medium of the technical Press.

Within the operator's own area, some advertising would probably be taken either in the local Press or cinema. The cost of any leaflets detailing the various services a transport operator has to offer will be included in item 39 (advertising).

The next two items—40 (Entertaining) and 41 (Gratuities)—are debatable subjects. Wrongly used, such expenditure and payments can become little more than an oblique form of rate-cutting. Nevertheless, they have become an integral part of modern business. Most operators will find that they are involved in at least some expenditure on this account.

Under the group heading of "Professional Services" are the three items of bank charges, auditors' fees, legal fees and expenses, all three of which are virtually unavoidable for most operators.

When discussing various aspects of the actual operating cost of individual vehicles, the question is often asked how provision is made for the additional expense of providing for spare vehicles to take the place of those withdrawn from the regular fleet for maintenance or other purposes. In any sizeable fleet such provision is inevitable if regular services are to be maintained. The answer is that it is usually convenient to include such expenditure along with other items of overhead costs, since the whole will eventually be proportioned between the several vehicles of a fleet.

In addition to replacement vehicles, there will almost certainly be the cost of running at least one service van to be accounted for. Often such a vehicle becomes the king-pin of the whole organization when urgently required spares have to be procured or staff transferred at short notice, and when public transport would be totally inadequate. Whilst good planning should reduce these occasions to a minimum, the need for such an auxiliary vehicle will remain. Some curtailment in the cost of operating small vans is now available with the extension in the range of oil engines. An additional advantage in having a small oil-engined van is that in many cases its acquisition would then permit complete standardization throughout the fleet on this type of fuel. Alternatively, to have one petrol-engined vehicle in a large fleet could prove inconvenient and expensive if bulk storage had to be specially provided.

Despite the increased reliability of modern commercial vehicles, some operators, and particularly those engaged in urgent traffic such as perishable foods, find it economic to have their own breakdown recovery vehicle. Whether or not this has been reconstructed from one of their older vehicles, operators must still make provision for entering the expenditure incurred under the heading of overhead costs.

Overhead Costs

	Management	35	Staff uniform.
		36	Loading equipment (external).
1	Salaries.		
2	Car expenses.		
			Sales
	Office	37	Representatives' salaries and commissions.
		38	Representatives' car expenses.
3	Salaries.	39	Advertising.
4	Equipment.	40	Entertaining.
5	Rent and rates.	41	Gratuities.
6	Lighting and power.		
7	Heating.		Professional Services
8	Water.		
9	Sundries.		
	Garage and Stores	42	Bank charges.
		43	Auditors' fees.
		44	Legal fees and expenses.
10-16	As 3 to 9.		
	Warehouse		Auxiliary Fleet
		45	Replacement vehicles.
		46	Service vans.
17-23	As 3 to 9.	47	Breakdown recovery vehicles.
	Branch Depots	48	Subscriptions to trade associations and journals.
		49	Dues (parking, weighbridge ferry).
24-30	As 3 to 9.	50	Bad debts.
		51	Sundries.
31	Stationery.	52*	Interest on capital.
32	Postage.	53*	Depreciation.
33	Telephone and communications.	54*	Maintenance.
34	Travelling expenses.	55*	Insurance.

* Other than vehicles.

As mentioned earlier in connection with advertising and publicity on a national level, excellent work is undertaken on behalf of operators by both the R.H.A. and the P.V.O.A., whilst the Traders' Road Transport Association provide for the needs of the C-licence holder. It is in the interest of every operator to support his appropriate trade association so that, among other benefits, the value of the road transport industry to the nation can be adequately put at Ministerial and similarly influential levels. Members of such associations can also derive substantial individual benefits through the legal and technical advice that can be obtained, and insurance and financial facilities which are also available.

THIS country is fortunate in being served with a comprehensive technical Press. It is only through this medium that the busy transport operator could keep up to date with the variations and additions to statutory regulations, decision, reports and news of all kinds that can directly affect the prosperity of his business. Similarly, developments in the technical field, as well as advice on operational and costing practice, can be conveniently obtained only through this medium. An annual subscription to *The Commercial Motor* is one item showing a large return for a modest outlay.

So far the several items of costs listed have not been chargeable to any particular vehicle. Item 49—Dues (parking, weighbridge, ferry)—is an exception. But because the items are so small many operators will find it simpler to deal with this expenditure as an overhead cost.

Bad debts and sundries are entered under items 50 and 51.

The final four items—interest on capital, depreciation, maintenance, and insurance—are added here, both as a reminder of such expenditure when incurred and also in the interest of simplicity, particularly where the small operator is concerned. These several costs do not relate to vehicles but to the provision of buildings and other fixed assets, such as those already listed here in the group headings, i.e., office, garage, warehouse and depot. In the larger organization it may be decided to subdivide the items 52 to 55 under the group headings.

It is obviously a far cry from asserting that "There will be no overheads" to listing 55 such items as are detailed here. It is appreciated that many operators will not, in fact, incur expenditure on several of these items but, nevertheless, this list provides a useful check to confirm that no expenditure has been omitted.

S.B.
c41

Limited-action Differential

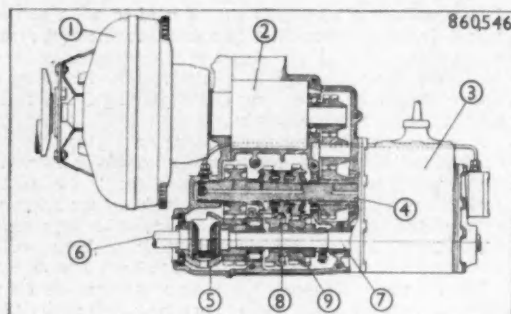
PATENT No. 860,546 refers to four-wheel-drive vehicles having a differential between each wheel and one between the two propeller-shafts. With such an arrangement, slip of one wheel can lose the entire drive and the subject of the patent is a means of preventing this. (Harry Ferguson Research, Ltd., "Abbotswood," Stow-on-the-Wold, Glos.)

The drawing shows the complete transmission which starts with a torque-converter (1), followed by an epicyclic reduction gear (2), and then a two-speed and reverse gearbox (3).

An output shaft (4) from the gearbox drives the planet-carrier (5) of the

differential which divides the drive between the front propeller-shaft (6) and the rear one (7).

The essence of the invention is the use of a pair of one-way clutches of freewheels (8 and 9). The inner members are both attached to the rear propeller-shaft and if the difference in speeds between the outer and inner members exceeds certain figures due to slip at the front or rear wheels, a positive drive is imparted to the rear shaft.

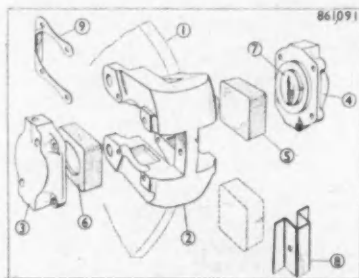


The drawing is a section through the worm drive of a rear axle. The worm is shown at (1) and the wormwheel at (2). When under load, the side-thrust of the worm tends to push the wormwheel to one side. To prevent this, the present scheme proposes to provide rigid support members.

These consist of adjustable thrust-screws (3), two on each side of the wormwheel. The screws have rounded heads, and carry rubbing caps (4) which make contact with the wheel and are slightly chamfered on their rubbing surfaces to trap oil. The caps are adjusted so as to give running clearance when the gears are not loaded, coming into operation only when side-thrust is encountered.

DISC BRAKE PAD REPLACEMENT

A DISC brake forms the subject of patent No. 861,091. The chief feature is that when worn the friction pads can be easily and quickly replaced with the minimum of dismantling. (Dunlop Rubber Co., Ltd., 1 Albany Street, London, N.W.1.)



The drawing is an exploded view of the construction. The disc (1) passes through a caliper structure (2) to the outer faces of which are bolted the hydraulic cylinders (3 and 4).

Square section friction pads (5) can be inserted by simply sliding them in radially. They are recessed at 6 to locate them on the hydraulic pistons (7).

The pads are retained in position by a channel member (8) which is secured to the caliper by a single bolt. Inward movement of the pads is prevented by clips (9) mounted between the caliper and hydraulic cylinders.

A second patent numbered 861,092 also deals with the brake and references are made to an earlier one numbered 688,382.

SIDEWAYS PARKING

A SCHEME for enabling a vehicle to move itself sideways is the subject of patent No. 861,998. The aim is to facilitate parking. A powered roller under the rear axle can be lowered to the ground; this lifts the rear wheels/clear and slews the tail end of the vehicle into the kerb. The patent comes from Fiat Societa per Azioni, 200 Corso Giovanni Agnelli, Turin, Italy.

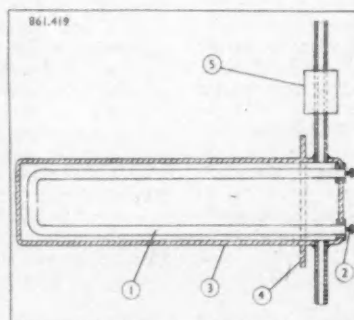
c42

ENGINE HEATING

A DEVICE for warming the water in the cooling system of an engine and at the same time the oil in the sump forms the subject of patent No. 861,419. The scheme overcomes the objection to direct-immersion heating for increasing oil temperature in that this can cause local overheating and decomposition of oil. (E. Lewcock, 717 Hanworth Road, Hounslow, Middlesex.)

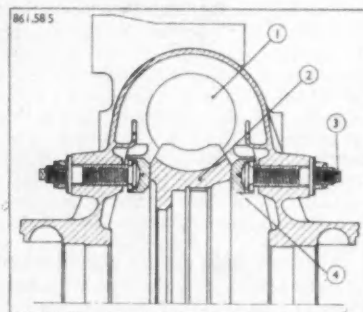
In the drawing (1) is a tube containing the electric heating element and (2) the terminals for connection. The tube is surrounded by a copper cylinder (3) which bolts on to the side of the sump via a flange (4).

The copper cylinder forms a water jacket, being connected to the main cooling system by flow and return pipes. This means that at no time could the temperature of the cylinder in contact with the oil rise above the boiling point of water. A thermostat (5) may be included to speed up the temperature rise.



EXTRA RIGIDITY FOR WORM-WHEELS

WORM drives in a rear gear axle have the merit of quiet running and, provided adjustment and lubrication are correct, give reasonable efficiency. A scheme for minimizing errors in meshing forms the subject of a patent No. 861,585. (Leyland Motors, Ltd., Leyland, Lancs.)



AUTOMATIC OIL-LEVEL

A DEVICE for indicating the level of the oil in an engine is the subject of patent No. 858,753 from O. Metzler, 108 Ludwigstrasse, Offenbach/Main, Germany. A float resting on the oil is arranged to make an electric contact and so warn the driver when the oil is low.

AUTOMATIC LIGHTING-UP

AN automatic light switch for use on parked vehicles forms the subject of patent No. 861,441. It consists of a clockwork mechanism that can be pre-set to close the lighting circuit at a suitable time. The patent comes from A. Burnett and J. Showell, Luxor Villa, Princes Street, Cheltenham.

NEW IGNITION SCHEME

PATENTS Nos. 861,689 and 861,690 both come from General Motors Corp., Detroit, Michigan, U.S.A. They deal with an ignition system in which the condenser and coil primary are in a circuit coupled to a relaxation oscillator. Transistors form part of the scheme.

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The undersigned, PUBLIC NOTARY AND COMMISSIONER FOR OATHS, CERTIFIES that Mr. JUAN BLUME TRAVERSO, proving his identity with his electoral papers number six hundred fourteen thousand five hundred and ninety four and his military papers number eight hundred and seventy seven thousand six hundred and sixty two, was present in the offices of the aforesaid Public Notary, with the object of having legalised his signature in the said declaration which he now repeats and says as follows: "Herewith we wish to certify that Omnibus number two, of "SCANIA VABIS" make, Motor number sixty two thousand one hundred and seventy nine, Chassis number ninety one thousand nine hundred and seventy, which operates on the Lima-Ica Line, has run one million and two hundred thousand kilometres without it being found necessary to dismount the engine for repair", which he signs again in my presence, in Lima, on the thirteenth day of the month of April of the year one thousand nine hundred and fifty seven.

J. BLUME T.
DR. DANIEL CESPEDES
NOTARIO PUBLICO Y DE HACIENDA



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904-182

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MAIN DEALERS.

1960 BEDFORD short-wheelbase steel body diesel tipper, £965.
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1961 BEDFORD TK 7-ton chassis-cab, long wheelbase, with Edbro side-tipping gear, £1,250.
ALSO full range of new BEDFORD vehicles.
FOR BEDFORD TRUCKS.
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Used Goods Vehicles (contd.)

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IMMEDIATE DELIVERY.

NEW BEDFORD 5-ton 151-in. wheelbase diesel, drop-side.
NEW BEDFORD 10-12-cwt. and 15-cwt. long- and short-wheelbase vans.
NEW BEDFORD Workobus.
NEW BEDFORD TK 7-ton 167-in. drop-side, 2-speed axle, 300 diesel.
NEW BEDFORD 5-ton normal-control 179-in. wheelbase chassis-cab, 300 diesel.
ALSO the following reasonably priced used BEDFORDS:
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1953 BEDFORD 5-ton tipper, petrol, £325.
1956 BEDFORD 30-cwt. van, £395.
1957 8-ton tractor unit, reconditioned engine, new tyres, £600.

PARSONS AND PARSONS (GARAGES), LTD.
HARLOW, ESSEX.
Phone, Potter Street 121. 904-72

1958 BEDFORD long-wheelbase 5-ton drop-side truck, petrol engine, excellent condition, £425. Shaw and Kilburn, Ltd., 143 Cambridge St. Aylesbury 2321. 904-375

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1958 BEDFORD 6-ton diesel tipper, one owner, super condition, £650.
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1954 BEDFORD 2-ton box van, super condition, £350.

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ALSO BEDFORD TK chassis with composite or alloy bodies, favourable delivery, quotations sent on request.
NEW BEDFORDS FOR IMMEDIATE DELIVERY.
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NEW BEDFORD TK 7-ton short-wheelbase chassis-cab.
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320 KING STREET, HAMMERSMITH,
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1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £475.
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NEW BEDFORD TK TIPPERS

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PRESTON. 904-251
Preston 4664.

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1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel chassis and cab, 167-in. wheelbase, excellent condition, choice of two, £445.
1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, recent rear-axle overhaul, one licence owner, £495.
1954 BEDFORD 10-ton petrol tractor with 22-ft. straight-frame trailer, £325.
1949 2-3-ton BEDFORD boxvan, petrol engine, good working condition, £95. 904-239

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £475. Arnold 7771. 904-376

1956 BEDFORD 8-type tractor unit, Scammell hitch, good condition, £445. Arnold 7771. 904-377

1954 BEDFORD 7-ton, 8-type petrol, running order, £55. Barnes, Holbeck, Lincs. Phone 3024. 904-x3284

1954 BEDFORD 5-type long-wheelbase diesel tipper, Jeffreys Commercial Motors. Phone, Swansea 72415. 904-104

1955 10-12-cwt. diesel engine fitted 1959, repainted, £325; 1954 Bedford 3-ton Luton van, bodywork unobstructed by wheel arches, power winch fitted, mileage only 20,000, £465. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 904-52

BEDFORD-SCAMMELL, 1951, new petrol engine, with 20-ft. flat platform trailer, Scammell coupling.
MERTON ENGINEERING CO., LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 904-190

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NEW FK BEDFORD 7-ton drop-side tipper, 2-speed axle, diesel.
NEW BEDFORD TK 7-ton, 167-in. wheelbase, 2-speed axle, diesel.
NEW BEDFORD TK 7-ton, fitted with Leyland engine, 2-speed axle, 9.00 x 20 tyres.
1958 BEDFORD 6-ton tractor unit, diesel, 2-speed axle and 20-ft. Scammell trailer, one owner, £795.

1958 BEDFORD 10-ton tractor unit, one owner only, Scammell coupling, diesel, 2-speed axle, £595.
1956 BEDFORD 7-ton with aluminium flat platform, Eaton 2-speed axle, R6 diesel engine, Mark II, mileage on this engine only 30,000, good condition throughout, £395.

1951 BEDFORD 5-tonner, P6 diesel engine, in good condition throughout, £225.

ORMSKIRK MOTORS, LTD.

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Used Goods Vehicles (contd.)

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290 SOUTHBURY ROAD,
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1957 BEDFORD 5-ton light-alloy boxvan, 680 cubic 3-way loader, P6 engine, one owner, excellent condition.

IMMEDIATE DELIVERY.

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904-344

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BEDFORD TK 120-in. wheelbase, drop-side tipper, 300-cu.-in. diesel engine, 3-piece wheels, rear shock absorbers, passenger seat.
WESTONS MOTORS, LTD., Cambridge Rd., Hitchin, Herts. Hitchin 3681.

1958 BEDFORD normal-control long-wheelbase drop-side truck diesel engine, fitted Burtonwood tail lift. £525. The Bucks Motor Co., Ltd., Aylesbury 2264.

1956 BEDFORD P6 diesel 5-ton long-wheelbase hydraulic tipper, £325 or terms arranged.
1955 BEDFORD 4-ton diesel extended-chassis boxvan, £325.
1954 BEDFORD diesel 7-ton chassis and cab, £175.

1953 BEDFORD 5-ton P6 long-wheelbase hydraulic tipper, £185.
1955 BEDFORD 7-ton tipper with steel U body, £195.

1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 200 diesel engine, £495.
1959 (Model) BEDFORD diesel 3-ton truck, very low mileage, original tyres, one owner, £495 or terms arranged.

1954 BEDFORD 7-ton long-wheelbase tipper, Meadows diesel engine, £195.

1956 BEDFORD 7-ton forward-control 950-cu.-ft. boxvan, fitted Alphon engine, £650.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

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CITY ROAD, LONDON, N.1.
Phone, Clerkenwell 7456.

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NEW BEDFORDS, 10-ton tractor unit, immediate delivery.
NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.

NEW BEDFORD 5-ton TK 151-in.-wheelbase truck, immediate delivery.

NEW BEDFORD 7-ton TK 167-in.-wheelbase truck, immediate delivery.

NEW BEDFORD 3-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.

1958 BEDFORD 3-ton forward-control diesel truck, £375.

FOR immediate delivery of the above new BEDFORDS.

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1.

BEDFORD tractor units (5), all Leyland-engined, first registered late 1957, offered for sale together with 10 25-ft. semi-trailers, all well maintained, price £7,500. Write Box CM047, care of "The Commercial Motor."

1957 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £435.

1956 BEDFORD 30-cwt. 3-way loader van, in 1959 condition, £325. Edgware 2572.

1955 November, BEDFORD heavy-duty 7-ton tipper, Pilot gear, 7-yd. steel body, R6 engine, two, each at £255.

1955 December, BEDFORD heavy-duty 7-ton tipper, Pilot gear, 7-yd. steel body, R6 engine, £255.

UNIVERSITY COMMERCIALS AND COACHWORK, LTD., 99 Boston Rd., London, W.7. Ealing 2611.

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8.

1959, December, BEDFORD 7-ton forward-control diesel, aluminium boxvan, 750 cu. ft., £775. Dawmer Motors, Ltd., Ewell By-pass, Surrey. Ewell 2182.

K.J. MOTORS, LTD., offer:—

1959 Long-wheelbase BEDFORD 15-cwt. van in red, fitted radio, one owner vehicle, in excellent condition, £350.

WIDMORE RD., Bromley, Kent. Ravensbourne 3456.

1958 BEDFORD 6-wheeler flat, Leyland engine.

1954 Bedford 2-speed and Boys conversion.

1954 Bedford 7-ton flat.

1954 Bedford semi-low-loader.

MORRIS BROS., St. Thomas, Swansea. Phone 50100.

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71 GREENWICH SOUTH STREET,
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Used Goods Vehicles (contd.)

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BEDFORDS wanted.

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A BEDFORD for sale? Phone Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices.

BEDFORD 12-15-cwt. vans and utilities wanted.

DICK'S CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175.

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B.M.C. 1960 (late) 7-ton tipper, 6-cylinder diesel engine, 2-speed axle, 9.00 x 20 tyre equipment, 11-ft. 6-in. steel tipping body, autolifts gear, license, immaculate, £1,250; choice of six.

OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201.

1957 B.M.C. 7-ton long-wheelbase platform truck, 9.00 x 20 tyres, Eaton 2-speed axle, power steering, excellent condition, £700.

COX'S MOTORS (HILL TOP), LTD., 127-Hill Top, West Bromwich. Phone, Wednesbury 0470.

MIDLAND VEHICLE AGENCY offer:—

1956 Extended chassis, 17-ft. 6-in. body, normal-control drop-side truck, repainted, £475.

560 COVENTRY RD., Birmingham, 10. Phone, Victoria 6040; evenings Northern 8744.

1959, January, B.M.C. MORRIS 7-ton diesel truck, 16-ft. panelled drop-sides, alloy sub-frame, high headboard, 825 x 20 tyres, clean and unlettered (two owners).

1959, June, B.M.C. AUSTIN 7-ton diesel truck, 18-ft. drop-sides, 2-speed axle, power steering, 900 x 20 tyres, heater, twin tanks, high headboard, flashers, clean and unlettered, new engine, 24,000 miles (one owner).

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1960 AUSTIN B.M.C. 6-wheel platform truck, 22-ft. body, York extension, 2-speed axle, in first-class order.

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1957 B.M.C. Scammell tractor unit, choice of trailers.

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1956 B.M.C. tractor unit and two boxvan trailers, approximately 850 cu. ft. each, in primer, fifth-wheel coupling, ex C-licence user and in good condition. Hibberd, Warwick St., Coventry 72255-6-7.

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NEW COMMER York 6-wheel alloy 22-cu.-ft. tipper, 5.900 x 20, 5-speed, air brakes, suitable grain, coal, etc. delivery this week.

1958 COMMER 15-cwt. normal-control personnel carrier, petrol, 14,000 miles only, £375.

1956 COMMER QX petrol 7-tonner, 18-ft. £125.

1957 COMMER Superpole 6-ton, P6 diesel, drop-sides, 5-speed, £375.

1959 COMMER 8-cwt. EDV, all estate car fittings, £335.

1954 COMMER 25-cwt. super capacity van, bargain, £90.

1957 COMMER Routes diesel, 7-ton standard long-wheelbase drop-side, £495, choice of two.

1955 COMMER Routes diesel, 18-ft. platform, recent new engine and gearbox, taxed, £425.

LOWEST H.P. terms. Open Sunday mornings.

JOHN JORDAN, official COMMER dealers, Manor Garage, Sandy, Beds. Phone 271.

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1960 COMMER TS3 7-ton short-wheelbase tipper, steel double-drop-side body, air brakes, low mileage, £1,100.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470.

1957 COMMER TS3 wood body tipper, £545.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778.

MIDLAND VEHICLE AGENCY offer:—

1960 COMMER TS3, steel-bodied 6-cu.-yd. tipper, air brakes, 17,000 miles only, £950.

560 COVENTRY RD., Birmingham, 10. Phone, Victoria 6040; evenings Northern 8744.

COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.

COMMER TS3, 1958, with Boys third axle, 17-ft. alloy tipping body, Edbro gear and 2-speed axle.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

Used Goods Vehicles (contd.)

1957 COMMER 7-ton TS3 platform truck, good condition throughout, £695. Arnold 7771.

1955 TS3 7-ton diesel, 16-ft. platform body, £490. Shaw and Kilburn, Ltd., 143 Cambridge St. Aylesbury 2321.

A. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine etc., cost £2,250, accept £2,100 o.n.o.

1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313.

1957 COMMER 7-8-ton platform truck, 9.00 x 20 tyre equipment, Contay Motor Works, Ltd., 1644 Southwark Bridge Rd., S.E.1, Wat 6162.

1957 TS3 COMMER, Boys, detachable sides, new engine, differential and heavy gearbox fitted, in excellent condition throughout. Apply Box CM017, care of "The Commercial Motor."

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1959 COMMER 8-ton boxvan 850 cu., petrol, excellent condition, one owner.

IMMEDIATE DELIVERY.

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HOWARD 4184.

904-342

OCTOBER, 1959, COMMER TS3 18-ft. double-drop-side truck, 50,000 miles only, good tyres, whole vehicle repainted, air brakes, power steering, heater, flashers, excellent condition, £975.

R.P. MOTORS, LTD., High St., Redhill. Phone, Redhill 3933-4-5.

1959 7-ton TS3, 44,000 miles, air brakes, 5-speed box, new drop-side, brakes relined, £945, 14 Lambeth Rd., Eastwood, Essex. Eastwood 525506.

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WANTED, new or very late model COMMER (or similar) rigid six wheeler, agent to take in exchange clean 1959 TS3 Commer flat lorry. Transport Manager, 111 Breche Hill, Liverpool, 9.

DENNIS

1955 DENNIS Max diesel tractor unit, one owner, very nice condition, S.A.E. fifth-wheel coupling, £450. Church Road Motors (Southend-on-Sea), Ltd., Hadleigh, Essex. Phone 57271 (10 lines).

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NEW DODGE 8-ton chassis and cab, 354-cu.-in. direct-injection engine; list.

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1956 DODGE 7-ton truck, 19-ft. 6-in. body, reconditioned engine, brakes relined, 2-speed axle, well tired, repainted navy blue, three months' guarantee, £650.

1955 DODGE 5-ton truck, one owner, well tired, loaded, repainted, £450.

1958 DODGE 7-ton truck, one owner, well tired, £550.

1953 DODGE 5-ton flat, diesel, well tired, ideal spare vehicle, £250.

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1958 DODGE 6-ton tipper, good condition, £475.

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904-541

833

Used Goods Vehicles (contd.)

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PERKINS DIESEL SIGNHOLDERS.

- 1957 DODGE diesel, 6 ton long-wheelbase chassis and cab, fitted with Duramax boxvan, £525.
1958 DODGE diesel, 6 ton double-drop-side truck, £495.
1 BALHAM HIGH RD., S.W.12, Phone, Balham 2234, 904-103

- 1949 DODGE 105 platform, petrol, weight 2 tons 11 cwt., £100.
1954 DODGE R6 18-ft. platform, 8.25 x 20 tyres, weight 3 tons 19 cwt., £300. Cottingham and Edwards Nottingham 46674, 904-134
1960, March, DODGE, Leyland Comet engine, 6-wheel tipper with Eaton 2-speed axle and York trailing axle, fitted with 18½-cu.-yd. aluminium alloy body cost £3,500, will accept £2,000 o.n.o. A. Owen, Ltd., 72 Park Hill, Clapham, S.W.4. Mac 7211, 904-207

BENTLEY BROS. (SHEFFIELD), LTD.,

71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

- 1956 DODGE 6-ton long-wheelbase platform truck, 2-speed axle, good, reliable vehicle, £195. 904-236

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- 1955 Series DODGE 5-ton 5-cu.-yd. tipper, petrol engine, one owner, £195.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456, 904-333
1958 November, DODGE 7-8-ton tipper, steel body, 9 yd. approximately, Telexhoist gear, Leyland engine, 2-speed axle, power steering, very good 9,000 x 20 tyres, one owner and in excellent condition, £1,150.
FREDERICK RAY, LTD., Grovebury Rd., Leighton Buzzard, Beds. Phone 2192. 904-421

E.R.F.

- 7-ton 18-ft. platform lorry, 51W engine, 5-speed gearbox, £195, or H.P. arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 904-266

- £600. November, 1955, E.R.F.-SCAMMELL tractor, fitted with 4LW Gardner engine, 5-speed box, 2-speed axle. Trailer can be supplied to suit above. Aintree 1873. 255 Walton Lane, Liverpool, 4. 904-322

- 1948 E.R.F. 6-wheeler, 6LW engine, 20-ft. flat platform body, double drive, new cab fitted last year, £525. R. Justice, Winter Cluses, Underwood, Notts. Phone, Langley Mill 3182. 904-483

FODEN

- 1959 FODEN 6-wheeler 2-stroke engine, single drive, 22-ft. 6-in. platform body; choice of three.
1959 FODEN 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body.
1955 FODEN 8-wheeler, 6LW Gardner engine, double drive, 24-ft. 6-in. platform body.
OSWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201. 904-46
1951 FODEN 6-wheeler, 6LW engine, 20-ft. flat body, double drive, this vehicle is in good condition for that year, £325. R. Justice, Winter Cluses, Underwood, Notts. Phone, Langley Mill 3182. 904-482

FORD THAMES AND FORDSON

- 1960 May, Trader, 18-ft. body, new set 9,000 x 20 tyres, heater, flashers, etc., very clean vehicle, £825 o.n.o. Cop 4777 or 4713. 904-438

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MAIN FORD DEALERS,

FINCHLEY.

- 1959 THAMES Trader 7-ton 6D drop-side truck, £975.
1959 THAMES Trader 7-ton 6D platform truck, £875.
1959 THAMES Trader 7-ton 6D 20-ft. platform truck, £975.
1959 THAMES Trader 7-ton 6D 7-cu.-yd. tippers, new Anthony metal bodies and tipping gears, three, £695.
1959 THAMES 7-ton 6D drop-side truck, low mileage, £975.
1959 THAMES 5-cwt. van, £310.
1958 THAMES 15-cwt. van, £350.
1959 THAMES 15-cwt. van, £375.
1959 THAMES 7-cwt. van, 7,000 miles only, £335.
1959 THAMES 7-cwt. van, blue, £335.
1958 THAMES 5-cwt. van, £285.

GOOD selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.
297 BALLARDS LANE, North Finchley. 904-202

HILLIS 8888.

904-202

- 1956 FORD 4D 4-ton short-wheelbase hydraulic tipper, £250.
1956 FORD 4D 2-3-ton boxvan, one owner, £325; or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 904-270

- 1960 Trader 7-ton 6D diesel long-wheelbase drop-side truck, £685.
1960 Trader 5-ton 6D diesel long-wheelbase drop-side truck, £685.
D'AWNER MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382. 904-248

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Used Goods Vehicles (contd.)

BENTLEY BROS. (SHEFFIELD), LTD.,

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

- 1959 THAMES Trader 7-ton long-wheelbase diesel steel-bodied tipper, £895.
1956 FORD THAMES 4D with meat-container body, this unit is in good working condition and in primer finish, £195. 904-237

ONE 5-ton 6D long-wheelbase truck, 1959, good condition.

LATE 1955 3-ton THAMES 4D drop-side truck, nice condition.

1959 THAMES Trader 6D 6-cu.-yd. Anthony drop-side on 9,000 x 20 immaculate vehicle.

COOMBS SERVICE STATION (Ford Main Dealers), By-pass Rd., Guildford 62962. 904-220

1960 FORD Trader 6-wheel long-wheelbase tipper, county double-drive axle, 9,000 x 20 tyres, 18-ft. steel body, low mileage, cost £2,700, bargain at £1,600.

1956 FORD 4D 4-ton long-wheelbase truck, Balco extension, 16-ft. body, excellent condition, £225.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesbury 0470. 904-112

NEW FORD Trader 7½-ton tipper, 138-in. wheelbase, Model 75, 16ft.

NEW FORD Trader 7-ton standard truck, list.

NEW FORD 12- and 15-cwt. pick-up trucks, list.

NEW FORD Trader 7-ton drop-side body, list.

1957 FORD Thames, 4D, 1,720 cu.-ft. Luton, one owner, new engine, repainted, well tyred, £850.

CHURCH ROAD MOTORS (SOUTHEAST-ON-SEA), LTD., Huddleigh, Essex. Phone 57771 (10 lines). After hours, Southeast-on-Sea 48528. 904-92

1960 Thames Trader, 108-in. wheelbase chassis-cab, 9,000 x 20 tyres, painted green, flashers, fitted with new Anthony hoist tipping gear and 6-cu.-yd. body, £895.

MEARS MOTORS, Upper Richmond Rd. West, S.W.14. Phone, Prospect 2235. 904-380

1959 Thames Trader 7-ton, Anthony hoist tipping gear, choice of two, guaranteed, £825. Arnold 7771. 904-379

VICTORIA MOTOR CO. (BRISTOL), LTD.,

MAIN FORD DEALERS,

TEMPLE GATE, BRISTOL, 1.

Phone, Bristol 29422 (10 lines).

"BEST IN THE WEST."

COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK.

IMMEDIATE DELIVERY.

GOOD USED COMMERCIALS.

THAMES Trader, 1959 (June), 7-ton, 138-in. wheelbase, Telexhoist tipping gear, 13-ft. 6-in. wooden body, £875. 904-399

£200 (November, 1956) FORD 4D diesel, 4-ton flat lorry, ideal coal lorry. 255 Walton Lane, Liverpool, 4. Aintree 1873. 904-320

1960 FORD County tipper, 20,000 miles since new, power steering, 5LNK tipping gear, taxed to February, 1962, £1,800.

KING AND HARPER, LTD., Hills Rd. Phone, Cambridge 53201. 904-306

1960 Thames Trader 7-ton long-wheelbase truck, very small mileage, £850.

1960 Thames Trader 7-yd. tipper, Edbro gear, steel drop-side body, in very nice order, very low mileage, £850.

ALSO several other good Traders in stock. Terms and exchanges.

USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 904-287

1957 FORD Trader 5-ton 6D drop-side tipper, 2-speed axle.

CARMO, of London, Leighton Rd., London, N.W.5. Gulliver 5555. 904-548

HUNTER VEHICLES, LTD.,

CROWN WORKS,

290 SOUTHWURY ROAD,

ENFIELD.

1957 Thames chassis-cab 157-lb. wheelbase, 3 tons, 4D engine, 7,000 x 20 x 10-ply tyres, one owner, excellent condition.

1956 FORD Thames 3-ton double-drop-side truck, single colour, one owner, excellent condition.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

904-343

1958 Trader 5-ton long-wheelbase truck, 6D, clean, £465. Phone, Tideway 4441. 904-457

1959 Trader 7-ton long-wheelbase truck, 6D, new tyres, clean, £685. Phone, Tideway 4441. 904-458

1959, December, 7-ton Trader, 20-ft. platform, very clean vehicle, 9,000 x 20 tyres, £775 o.n.o. Cop 4777 or 4713. 904-436

1956 Thames 5-ton 4D long-wheelbase drop-side truck, £350.

1959 Thames 2-ton van, in excellent condition, £525.

1957 Thames 7-cwt. van, new engine and tyres just fitted, £235.

1957 Thames 7-cwt. van, good condition, £200.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 904-543

Used Goods Vehicles (contd.)

GORDON KING MOTORS, LTD.,

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered car works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body as above, immediate delivery from stock £1,245.

1959 THAMES Trader 7-ton 7-cu.-yd. tipper, Anthony gear, £750.

MITCHAM LANE, S.W.16. Streatham 3133-4. 904-439

1952 THAMES P6 5-ton, Balco extension, Luton van, 1,000-cu.-ft. body, in excellent condition, £150.

Barrett, "Vale House," Delph, Oldham, Lancs. Phone, Delph 226. 904-3356

1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £465.

1955 FORD long-wheelbase tipper, steel drop-side body, reconditioned P6 diesel, new tyres, £325.

Edware 2572. 904-418

TRADER 5-ton, 1957, 4D, long-wheelbase drop-side, bargain price, £325.

FORDSON 5-ton long-wheelbase drop-side, 1955, P6 engine, very clean machine, £265.

TRADER 5-ton long-wheelbase twin-ram tipper, 1959, 900 x 20 tyres, bargain price, £675.

D. D. EASTWOOD COMMERCIAL, 27 Aston Rd. North, Birmingham. Ast 3467. 904-561

1959 Trader artic, unit, heater, 2-speed axle, automatic coupling, 6-cylinder diesel, choice of two, £900.

1960 THAMES Trader 6-wheel platform, power steering and air brakes, £2,000.

1960 Trader artic, unit, B.T.C. coupling, demonstration model, very low mileage, £900.

THAMES Trader 5-ton truck, £525.

1958 THAMES Trader Luton, 900 cu. ft., £700.

1958 THAMES Trader 7-ton, platform body, £720.

1957 THAMES Trader 5-ton truck, choice of two, £525.

1958 THAMES Trader 5-ton 6D 6-cu.-yd. tipper, £650 choice of two.

1958 THAMES Trader 7-ton 6D 9-cu.-yd. tipper, timber body, £825.

1957 THAMES Trader 5-ton 4D drop-side truck, £400.

1954 THAMES 4D boxvan, 600 cu. ft., £225.

FRANK G. GATES, LTD., Gates Corner, E.18. Wanstead 6633. 904-535

Ford Thames and Fordson Wanted

WANTED, 1959-60 4-ton Trader, fitted 4D engine, standard 14-ft drop-side body, Jackson and Sons, Bristol Rd., Gloucester. Phone 22417. 904-232

WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenway South St., London, S.E.10. Gec 2033-4. 904-371

FORD Trader, 2-3-tonner, even crash damaged, must be cheap. J. L. Ion, Ltd., Milnthorpe, Westmorland. 904-3434

GUY

GUY Invincible 4-wheeler 11-ft. 6-in. wheelbase chassis and cab, Gardner 6LW engine, p.l.-o. unit, for immediate delivery. R.T.S. (Hackney), Ltd., 21-37 Arbutus St., E.8. Clissold 5920. 904-354

GUY 8-wheeler, demonstration model, greatly reduced. Box CM0111, care of "The Commercial Motor". 904-405

1958 Otter, 4LK, new 18-ft. platform, new gearbox and clutch, 2-speed axle, £650. Phone, Tideway 4441. 904-459

NEW GUY Light 8-wheeler chassis-cab with or without 24-ft. bodywork, immediate delivery.

NEW GUY Invincible 8-wheeler chassis-cab, Gardner 6LW double drive, immediate delivery.

T. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East Oldbury, Birmingham. Broadwell 1840 and 2800. 904-425

LAND ROVER

LAND-ROVER, diesel, 1958, as new, hard top, heater, flashers, choice of two, £525.

1957 LAND-ROVER, petrol, very good, £350.

1955 LAND-ROVER, petrol, long-wheelbase, £250.

R. J. FLEMING (STONY STRATFORD), LTD. 904-14

GOOD selection of used LAND ROVERS always in stock.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 904-546

LEYLAND

1950 LEYLAND Comet, alloy platform body, ex-C licence, one owner, choice of six, £235 o.n.o. 383-385 Battersea Park Rd., London, S.W.11. Macaulay 8693, between 8 a.m. and 5.30 p.m. 904-9922

1956, June, LEYLAND Octopus 8-wheeler, well maintained, £1,500. Hipwood and Grundy, Ltd., Farnworth, nr. Bolton. Phone, Farnworth 2011. 904-5

LEYLAND, 1959, Leyland Super Comet tractor unit, air brakes, fifth wheel coupling, immaculate, choice of five. 904-47

Oswald Tilgotson, LTD., Summit Works, Burnley. Phone 2201. 904-47

1956 Comet tractor fifth-wheel coupling, £525.

1956 Comet long-wheelbase tipper, £700.

1947 Octopus long-wheelbase platform, choice of three from £475.

1955 Octopus long-wheelbase platform, £1,100.

1959 Comet with Boys axle, chassis and cab, £1,575.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 904-54

1947 LEYLAND Beaver, 20-ft. flat, fair condition, reasonable price to clear.

RYLAND GARAGE, LTD., Ryland St. off Broad St., Birmingham, 16. Edgahston 4501-5. 904-124

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES.
LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS.

EARLY delivery of new LEYLAND Comets and Super Comets.
SEE our advertisement under Used Goods Vehicles
Unclassified.

BROWNHILLS MOTOR SALES.
WAITING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 904-140

TWO LEYLAND Comet 90s, 1952, excellent condition.
Box CM041, care of "The Commercial Motor." 904-5

1958 LEYLAND Comet short-wheelbase tipper, good condition, one owner since new, reasonable.
Phone, Epworth 398. 904-64

1959, October, LEYLAND Super Comet, 6-wheeler, 32,000 miles only, as new, £2,100.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 904-116

1955 LEYLAND Octopus platform truck, Jeffreys Commercial Motors. Phone, Swansea 72415. 904-102

LEYLAND Octopus Model Q4/O4 long-wheelbase tipper, October, 1960, cost £4,900, for sale with a contract licence to sell for the carriage of coal and clinker ashes to the Home Counties, price £4,300. H.P. arranged. Andrews (Fuel and Supplies), Ltd., Petlands Rd., Haywards Heath. Phone 1739. 904-2439

1956 LEYLAND Octopus, 8-wheel, double drive, air brakes, cab and body in excellent condition, good tyres; two in stock.

1954 LEYLAND Octopus, 8-wheel, double drive, vacuum servo brakes, 40 x 8 tyres, cab and bodywork excellent, tyres very good.

1954 (Late) LEYLAND 6-wheel Hippo, £875.

1946 LEYLAND Beaver, interim model, £450.

1947 LEYLAND Beaver, 600, engine, £525.

J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 904-506

FOR disposal owing to standardization, one 1959 LEYLAND Super Comet, 23-ft. 6-in. platform. Offers to J. Sirland (Nottm.), Ltd., Lilac Grove, Beeston, Notts. Phone 255283. 905-4356

1956 LEYLAND Octopus chassis and cab, air brakes, excellent condition and tyres. Bramwell, Preston and Co., Ltd., Phoenix St., Bury, Lancs. Phone 4523 and 3900. 906-4355

MAUDSLAY

1949 MAUDSLAY 8-wheel double-drive, 9.6 engine, platform, £150. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandeker 6188. 904-362

MORRIS AND MORRIS-COMMERCIAL

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 904-802

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penryn Rd., Kingston 5618. 904-391

BOON AND PORTER, LTD.

1959 MORRIS J2 15-cwt. van, blue, spare wheel and tyre, one owner, £335.

BOON AND PORTER, LTD., Castelnau, Barnes, S.W.13. (By Hammersmith Bridge) Riv 4424. 904-313

RENAULT

GORDON KING MOTORS, LTD., SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high-roof models, standard body (available with side-loading doors), pick-up with tilt, also 8-seater passenger vehicle, available for early delivery. Demonstration vehicles available now.

MITCHAM LANE, S.W.16. Streatham 3133-4. 904-440

SCAMMELL

PARADISE MOTORS Geldard Rd., Bursill, York-shire. Phone, Morzev 1029. 20-ton SCAMMELL and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 904-658

SEDDON

RYLAND GARAGE, LTD., MIDLAND DISTRIBUTORS.

CLEARANCE SALE OF USED SEDDONS.

1952 SEDDON diesel 5L drop-side truck, good condition.

1953 SEDDON 8-ton 20-ft. drop-sider, any offer.

1954 SEDDON diesel 8-ton 20-ft. drop-sider, choice of three at slashed prices.

1955 SEDDON diesel 5L platform truck.

ROOM wanted, any reasonable offer accepted.

RYLAND GARAGE, LTD., RYLAND STREET, Off Broad Street, BIRMINGHAM, 16. Edgbaston 4501-5. 904-125

Used Goods Vehicles (contd.)

1957 SEDDON 7-ton 8-cu.-yd. short-wheelbase tipper, d'esel, 5-speed gearbox, Pilot twin ram, under-body gear, £595. Bar 1066, 9-6. 904-173

1952 SEDDON 3-ton P4 platform lorry, £250.

1949-50 SEDDON 6-ton P6 long-wheelbase flats, from £125 or terms.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 904-267

TWO 1949 SEDDON long-wheelbase chassis and cabs, Perkins diesel engines, one private owner, £125, each. Norman Walker (Machinery), Ltd., Anlaby, Hull. 904-257

NEWPORT MOTOR SERVICE, East Usk Rd., Newport, Mon. Phone 59441.

SEDDON distributors for Monmouthshire. 904-108

1956 SEDDON Mk. 5L, 16-ft. 6-in. drop-side truck with canvas tilt, unladen weight 3 tons 4 cwt., £450. Cottee and Edwards, Nottingham 46674. 904-133

HUNTER VEHICLES, LTD., CROWN WORKS, 290 SOUTHBURY ROAD, ENFIELD.

1955 SEDDON 6-7-ton platform, good tyres, excellent condition, one owner.

1956 SEDDON light-alloy boxvan and cab, P6, 6-7-ton, near side shutter, tailboard and shutter to rear, plain grey, one owner, excellent condition.

IMMEDIATE DELIVERY.

HIKE-PURCHASE TERMS ARRANGED.

HOWARD 4184. 904-345

1953 SEDDON diesel truck, £195.

CARMO, of London, Leighton Rd., London, N.W.5. Gulliver 5555. 904-540

SENTINEL

SENTINEL 8-ton 18-ft. 6-in. flat, diesel, registered June, 1954 good condition, viewed by appointment. Dextine Rubber Co., Ltd. Rochdale 4464. 904-19

SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 904-268

STANDARD

Standard Wanted

DIESEL Vanguard truck. Price and particulars to Richards, Hermitage Farm, Moulton, Newport Pagnell. 905-43223

THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 904-803

TROJAN

1958 TROJAN 1-ton van, cheap to clear, accident damaged, engine untouched, £100.

S. SELLERS AND BATTY, Fengate, Peterborough. Phone, Peterborough 67048. 904-117

UNCLASSIFIED

PHOENIX MOTOR CO. (SURREY), LTD., SUTTON.

VAN AND TRUCK SPECIALISTS.

Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165. Generous H.P. terms and exchange prices. Early delivery on all new Commer and Carrier models. Extensive specialized coachwork, service and parts departments.

HIGH STREET, SUTTON, SURREY. Phone, Vig 0161. P.B. Ex. (20 min. Victoria—rail or road.) 904-674

SPA GARAGES (LEEDS), LTD., MEANWOOD ROAD, LEEDS, 7. Phone 34884-5, evenings 688516.

FOR

ALBION-LEYLAND-COMMER.

NEW COMMER T53 chassis and cab, 11-ft. 6-in. wheelbase, 9.00 x 20 tyres, 5-speed gearbox, helper springs, heater, etc. for immediate delivery.

NEW COMMER Cob van unregistered, for immediate delivery.

1958 FORD Trader, 7-tonner, long wheelbase, 8.25 x 20 tyres, 18-ft. Jennings cattle conveyor body, excellent condition.

1958 BEDFORD 7-ton short-wheelbase, Comet engine, 9.00 x 20 tyres, twin-ram end gear, steel body with fixed sides.

1958 BEDFORD 7-ton long-wheelbase, Comet engine, 8.25 x 20 tyres.

1958 BEDFORD 7-ton, long wheelbase, Comet engine, 9.00 x 20 tyres, drop-side body.

1957 AUSTIN B.M.C. 7-ton 9.00 x 20 tyres, 2-speed axle, power steering, Baico extension, 20ft. panelled drop-sided body.

1957 FORD Trader, short wheelbase, 7-ton under-floor tipping gear, steel body with detachable sides.

1956 AUSTIN B.M.C. 7-ton, 8.25 x 20 tyres, 18-ft. platf. m body.

1955 BEDFORD chassis and cab, Baico extension, petrol engine.

1954 THORNYCROFT Trident, diesel engine, 9.00 x 20 tyres, 20-ft. platform body.

1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body.

1950 FORD Thames, long wheelbase, P6 engine, 8.25 x 20 tyres, drop-side body. 904-555

Used Goods Vehicles (contd.)

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS,

WEST END GARAGE,

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock. 20-ton tandem axle up to 27 ft.

TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mandator tractor unit, 11.3-litre engine, complete with Hands 30-ton 20-ft. in-the-well low-loader with Thompson 4-ton winch, £5,520.

A.E.C. Mercury Mark II long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £2,615.

BEDFORD 7-ton J6SCT, normal control, Bedford 300 engine, 2-speed, 4-speed, 9.00 x 20 12-ply to rear, 8.25 x 20 12-ply to front, complete with Tekhous tipping gear and wood drop-side body, £1,560 10s.

BEDFORD 10-ton KFAI tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10s.

BEDFORD 7½-ton KFTCR chassis and cab, complete with Tekhous tipping gear and steel body, on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £2,024 9s. 6d.

YORK DW 12-ton 25-ft. vacuum-brake semi-trailer, 2-ft. headboard, £881 14s.

YORK DW2 12-ton 25-ft. vacuum-brake semi-trailer, 2-ft. headboard, £904 5s.

YORK Freightmaster 184, 26 ft. long, 8 ft. 6 in. high, vacuum brakes, S.A.E. coupling, £1,955 6s. 6d.

YORK TW2A, 26-ft. tandem axle, semi-trailer, air brakes, 9.00 x 20 10-ply, 2-ft. wood headboard, 2-speed landing gear, £1,775.

HANDS 10-ton 20-ft. in-the-well low-loader with Thompson 4-ton winch, £2,190.

LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.

BRISTOL 1953 8-wheeler long-wheelbase platform, £725.

BEDFORD 1956 7-ton Baico extended, 20-ft. platform, with Bedford 300 diesel engine, £650.

BEDFORD 1953 5-ton petrol 800-cu.-ft. boxvan, £325.

DODGE 1955 RS 7-ton long-wheelbase drop-side, good condition, £325.

BEDFORD 1954 3-ton A-type boxvan, petrol, £250.

AUSTIN 1952 Loadstar, petrol, 1,200-cu.-ft. pantech-accor, £250.

BEDFORD, 1957, Comet engine, 7-ton long-wheelbase platform, £575.

COMMER 1955 25-cwt. van, good condition, £150.

SENTINEL, 1955, fitted with Gardner 5LW, vertical in the cab, missing prop. shaft, cheap to clear, £400.

A.E.C. 1955, Mercury, 1955, 20-ft. platform body, in good condition throughout, £725.

ALBION Reiver, 1956, 21-ft. aluminium framed platform body, standard coachbuilt cab, in exceptionally good condition throughout, one owner, £800.

BEDFORD, 1955, A-type 5-ton long-wheelbase platform, P6 diesel, good condition and ready for work, £300.

ATKINSON, 1954, long-wheelbase, twin steer, 5LW Gardner, fair mechanical condition throughout, cab and body needs some attention, just out of service, £300.

TIPPERS.

A.E.C. Mercury Mark II, 1956, Pilot twin under-tilt, body gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.

BEDFORD 1955 A-type 5-ton P6 standard wood body tipper, £400.

E.R.F. 1949, 4LW Gardner, standard wood body tipper, very careful operators, £750.

B.M.C. 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.

BEDFORD, 1954, 7-ton, 8-ft. U-shaped axle body tipper, good condition, £450.

LEYLAND Comet, ECO2/4R, 1957, normal control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.

BEDFORD, 1958, Comet engine, 7-ton long-wheelbase double-drop-side end-tipper, good condition throughout.

TRAILERS AND ARTICULATED.

ALBION Chieftain Scammell, 1956, tractor unit, complete with Scammell 10-ton 23-ft. platform trailer, in good condition throughout, £750.

BEDFORD, 1952, R6 d'esel, Dyson 10-ton semi-low-loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £850.

1946, Gardner 5LW tractor unit, in exceptionally good condition throughout, £475.

YORK DW2 12-ton 26-ft. platform trailer with headboard, used a few times only, in absolutely as-new condition, £800.

DYSON 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused, £650 each.

DOLLIES. To convert S.A.E. coupling semi-trailers to full trailers; these dollies are by Freuhand and are suitable for practically all S.A.E. type semi-trailers, £200 each.

BEDFORD, 1955, A-type tractor unit, petrol engine, complete with vacuum brake equipment, no coupling, £125.

CRANES.

NEW Coles 10-ton Regin diesel-electric crane, 40-ft. cantilever jib, mounted on a 1951 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

HARRY DANDO,

VAUXHALL MAIN DEALERS,

WEST END GARAGE,

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 904-37

B35

Used Goods Vehicles (contd.)

CARMICHAEL'S FOR YOUR COMMERCIALS.

PHONE. KEMPSEY 439 AND 417.

NEW VEHICLES FOR **I**MMEDIATE AND
EARLY **D**ELIVERY.

LEYLANDS, ALBIONS, AUSTINS AND COMMERS.

GOOD-CLASS **S**ECOND-HAND VEHICLES

IN STOCK ON

SPECIAL **R**EDUCED **P**RICES.

B.M.C.

1960 7-ton AUSTIN steel-body diesel tipper.

1959 7-ton AUSTIN long-wheelbase drop-side alloy

1958 7-ton AUSTIN diesel artic. unit.

1957 5-ton AUSTIN normal-control drop-side, petrol.

1956 7-ton AUSTIN diesel with 20-ft. platform body.

1954 5-ton MORRIS forward-control petrol drop-side truck.

ALBIONS.

1955 ALBION Chieftain long-wheelbase, drop-side

1955 ALBION Chieftain long-wheelbase, drop-side

BEDFORD.

1956 7-ton drop-side, diesel, forward control.

1950 5-ton 3-way tipper.

COMMER.

1957 TS3 5-ton, forward control, diesel, alloy body.

1950 7-ton, forward control, alloy body, petrol.

SEDDON.

1954 7-ton forward-control platform, diesel.

1954 3-ton forward-control drop-side, diesel.

MAUDSLAY A.E.C.

1948 8-ton forward-control drop-side, diesel.

FORD.

1953 5-ton diesel Thames drop-side truck.

E.R.F.

1946 8-ton forward-control diesel drop-side.

1950 Long-wheelbase Gardner 6 drop-side.

TERMS ARRANGED ON ALL ABOVE VEHICLES.

CARMICHAEL AND SONS (WORCESTER), **L**T.D.

CLERKENLEAP, NEAR WORCESTER. 904-23

AT

H. WINFIELD (WALSALL), LT.D.

WOLVERHAMPTON STREET,

WALSALL.

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30 COMMERCIAL VEHICLES

OF ALL TYPES.

LEYLAND, **F**ODEN, **A**TINSON, **B**EDFORDS.

YOUR INSPECTION INVITED.

YOUR VALUATION, PLEASE.

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1955 ALBION Chieftain, 16-ft. 6-in. platform bodies,

1959 (December, 1958) B.M.C. 7-ton chassis and cab,

1949 fitted with 20-ft. boxvan body, Eaton 2-speed

1956 axle, power steering.

1956 (Late) COMMER TS3 end tipper, air brakes,

1956 ALBION Reiver, Leyland Comet engine, 22-ft.

1956 drop-side body.

1959 COMMER TS3 7-tonner, fitted with Boys

1957 B.M.C. 4-ton diesel, 14-ft. platform body.

LET US HAVE YOUR INQUIRIES

RE **N**EW **C**HASSIS. 904-557

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1957 A.E.C. Majestic, 9.6 engine, air brakes, chassis-

1957 cab only.

1955 Thames Trader, 6D engine, 17-ft. 6-in. platform

1955 body.

1959 E.R.F. twin steer, 5LW engine, 20-ft. platform

1950 body.

1959 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle,

1950 20-ft. alloy platform body.

1959 MAUDSLAY Meritor 8-wheel tipper, double

1959 drive.

1959 LEYLAND Super Comet tractor unit, fifth-

1959 wheel coupling, air brakes, immaculate con-

1958 dition: choice of two.

1958 BRISTOL crawler tractor, Model 22, P3 diesel engine,

1958 complete with Trak Grits.

1958 A.E.C. Mammoth Major 8-wheeler, 9.6 engine,

1958 double drive, 24-ft. platform body.

1959 COMMER TS3, 2-stroke engine, 17-ft. 9-in.

1958 drop-side body.

1958 B.M.C. tractor unit, 6-cylinder diesel engine,

1958 fifth-wheel coupling.

1958 CARRIMORE 4-wheel trailer, 16-ft. wood platform

1958 body.

1958 SEDDON, 4LW engine, 2-speed axle, 18-ft.

1959 body.

1959 ALBION Chieftain, 4-cylinder Albion engine,

1959 6-speed gearbox, 18-ft. platform body, choice

1959 of two.

1959 FODEN 6-wheeler, 2-stroke engine, air brakes,

1959 22-ft. 6-in. wood platform body, immaculate.

1959 ALBION Clydesdale tractor unit, Leyland 375

1959 engine, fifth-wheel coupling.

1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle,

1960 24-ft. platform body.

1960 B.M.C. tractor unit, 6-cylinder diesel engine,

1958 fifth-wheel coupling.

1958 COMMER TS3, 2-stroke engine, 18-ft. platform

1958 body.

1958 AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel

1958 engine, 2-speed axle, 17-ft. platform body.

1955 FODEN 8-wheeler, 6LW engine, double drive

1959 24-ft. platform body.

1959 (Late) FODEN 8-wheeler, 2-stroke engine, single

1955 drive, 24-ft. 6-in. platform body, immaculate.

1955 ALBION Chieftain tractor unit with Carrimore

1958 semi-trailer.

1958 Thames Trader, 6D, Baico extensions, 23-ft.

1960 6-in. platform body.

1960 (Late) B.M.C. 7-ton tipper, power steering,

1958 2-speed axle, 11-ft. 6-in. steel tipping body,

1960 immaculate, licensed choice of six.

1958 A.E.C. Mammoth Major 6-wheeler, 9.6 engine,

1958 single drive, 23-ft. platform body.

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PART-EXCHANGES ARRANGED. 904-44

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Phone, Yeovil 2561-2-3.

1959 MORRIS-COMMERCIAL 7-ton long-wheelbase

1960 drop-side truck, £740.

1960 MORRIS-COMMERCIAL 7-ton long-wheelbase

1958 chassis-cabs, 9.00 x 20 tyres, power-assisted

1958 steering flashers, etc., choice of two from £835.

1958 Thames Trader 6D tractor unit, Brockhouse

1958 coupling, £715.

SEVERAL other used vehicles in stock from 5 cwt.-

7 tons.

NEW VEHICLES IN **S**TOCK.

MORRIS-COMMERCIAL 5-ton prime mover, H.D.

1958 specification (air trailer if required).

MORRIS-COMMERCIAL 7-ton 160-in. wheelbase

1958 drop-side truck. 904-442

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VAUXHALL-BEDFORD MAIN DEALERS.

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FOR **I**MMEDIATE **D**ELIVERY.

7 1/2-TON BEDFORD tippers, 350 diesel.

15-CWT. BEDFORD short-wheelbase and long-wheel-

88-IN. LAND ROVER, petrol and diesel.

109-IN. LAND ROVER, petrol and diesel.

7-TON BEDFORD normal- and forward-control tippers.

5-TON long-wheelbase diesel chassis-cab, normal control.

USED **V**EHICLES.

1956 BEDFORD R6 7-ton 18-ft. platform truck.

1956 COMMER TS3 long-wheelbase drop-side

1958 truck, maker's reconditioned engine just fitted.

1955 AUSTIN Gipsy, petrol.

1955 LAND ROVER, short wheelbase, petrol.

1952 AUSTIN prime mover, reconditioned engine,

1952 complete with low-loading semi-trailer. 904-560

Used Goods Vehicles (contd.)

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USED **T**IPPERS, **T**RACTORS AND **F**LATS.

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TWO 1953 BEDFORD 8-ton Scammell P6 diesel tractor

1953 units, in very good condition indeed for the year,

A **V**AILABLE **F**OR **I**MMEDIATE **D**ELIVERY.

FOUR new Scammell 12-ton 25-ft. platform trailers,

1953 fitted Michelin tyres, rubber rear mudguards.

TIPPERS.

1955 DODGE short-wheelbase tipper, P6 diesel

1958 engine, 5-speed gearbox, 2-speed axle, good

1958 tyre equipment.

1958 BEDFORD 7-ton long-wheelbase twin-ram

1958 tipper, 9.00 x 20 tyres, 3-ft. sides.

1958 COMMER TS3 long-wheelbase tipper, 15-ft.

1958 all-metal drop-side body, twin-ram gear, £375.

1960 BEDFORD 5-ton 300-cu.-in. diesel long-wheel-

1958 base tipper, 12-ft. 6-in. body, single-ram tipping

1958 gear, low mileage, guaranteed.

1958 BEDFORD O-type long-wheelbase tipper, single-ram gear,

1958 12-ft. 6-in. body, fair condition, cheap.

1955 BEDFORD 7-ton short-wheelbase U-shaped all-

1955 metal-bodied tipper, fitted B.M.C. diesel engine

1955 and gearbox, £375.

TRUCKS.

1957 BEDFORD 7-ton long-wheelbase flat, fitted

1955 Leyland diesel engine, one owner.

1951 BEDFORD 7-ton long-wheelbase platform truck,

1951 diesel, excellent tyre equipment, cheap.

1953 ALBION Chieftain 17-ft. 6-in. flat.

As above.

1959 BEDFORD 7-ton 300-cu.-in. diesel platform

1958 truck, standard body.

1958 BEDFORD 7-ton long-wheelbase platform truck.

1958 BEDFORD 10-ton 6-wheel platform truck, 22-ft.

1958 6-in. body, 300-cu.-in. diesel engine, double

1958 floor, 9.00 x 20 14-ply tyres, 2-speed axle, first-class

1958 condition throughout.

1958 BEDFORD O-type with insulated meat container body,

1957 £195.

1957 BEDFORD 300-cu.-in. diesel 5-ton normal-

1955 control long-wheelbase drop-side truck, £375.

1955 BEDFORD 5-ton normal-control long-wheelbase

1955 platform truck, petrol, £165.

1952 BEDFORD O-type long-wheelbase platform

1952 truck, £125.

1953 SEDDON, P6, 5-speed box, long-wheelbase

1953 platform truck.

1953 MORRIS 25-cwt. petrol platform truck with

1953 canopy roof, high front and rear loading boards,

1953 in 1958 condition.

WE ALWAYS HAVE A LARGE STOCK OF VANS,

CONVERSIONS AND PICK-UPS AVAILABLE AT ALL

PRICES.

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GARLICK, **B**URRELL AND **E**DWARDS, **L**T.D.

188 REGENT ROAD,

Used Goods Vehicles (contd.)

FORD AND SLATER, L.T.D. LEYLAND, ALBION, SCAMMELL TIPPERS.

- 1960 DODGE 7-ton with Leyland 350 engine, 15 ft. by 4 ft. timber, fixed sides.
1956 BEDFORD 5-ton tipper, petrol, 12-ft. steel drop-side body.
1957 LEYLAND Comet normal-control medium-wheelbase with Primrose third axle, 16-ft. coal tipper.
1955 DODGE 5-ton, P6, 13-ft. 6-in. by 4 ft. timber fixed sides.
1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.
1954 BEDFORD 7-ton tipper, petrol, U-shaped steel body.
1956 BEDFORD 7-ton R6 short-wheelbase forward-control, 11-ft. 6-in. by 4-ft. steel fixed sides.
1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed sides.
1957 BEDFORD 7-ton, Comet engine, 11-ft. 6-in. by 2-ft. 6-in. timber fixed sides.
1958 DODGE R6 with Boys third axle, 15-ft. 6-in. by 5-ft. timber with fixed sides; choice of two.
1957 COMMER TS3 7-ton 13-ft. by 3-ft. timber drop-side.
1955 COMMER Q4, P6, 10-ft. timber drop-side.
1958 FORD Trader heavy-duty 5-ton, 6D engine, 12-ft. steel fixed side.
1954 BEDFORD 7-ton R6 11-ft. 6-in. steel U tipper.
1957 COMMER 7-ton TS3, 12-ft. by 3-ft. timber drop side.
1951 SEDDON 6-ton P6, 13-ft. by 4 ft. timber, fixed sides.
1959 LEYLAND Comet Model ECOS2/2R with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed sides, timber extension.
1957 BEDFORD 7-ton G.M.C. engine, 10-ft. 6-in. steel U body.

PLATFORM

- 1957 COMMER TS3, 19-ft. timber drop side.
1956 BEDFORD 7-ton R6, 16-ft. timber flat.
1956 BEDFORD normal-control 16-ft. 6-in. timber flat.
1955 DODGE 6-ton, P6, 16-ft. timber drop side.
1957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-side body.
1952 E.R.F. 6-wheeler, 24-ft. timber drop side.
1951 FORD Sussex, P6, 18-ft. 6-in. timber drop side.
1956 ALBION Reiver 22-ft. timber flat.
1953 THORNYCROFT, 18-ft. timber double-drop side.
1958 BEDFORD forward-control 7-ton, G.M.C. engine, 16-ft. 6-in. timber flat.
1958 COMMER 7-ton TS3, 16-ft. 6-in. timber drop-side.
1954 DODGE 5-ton, P6, 16-ft. 6-in. timber flat.
1957 BEDFORD 6-ton 16-ft. timber drop-side.
1954 FORD Thames 3-ton 4D 14-ft. 6-in. timber flat.
1960 LEYLAND Comet model CS3/3R, hub reduction axle, 20-ft. timber drop-side.
1949 SEDDON long-wheelbase drop-side platform.
1957 A.E.C. Mercury with third axle, 21-ft. 3-in. by 1-ft. 9-in. timber drop side.
1948 FORD Thames 4D, 16-ft. 6-in. timber drop side.
1958 BEDFORD 7-ton G.M.C. engine, 16-ft. timber flat.
1957 BEDFORD 5-ton G.M.C. engine, 14-ft. timber flat.

TRACTOR UNITS.

- 1958 LEYLAND Comet Model ECOS2/8R, Scammell tractor unit.
1958 B.M.C. Scammell tractor unit.
1957 BEDFORD tractor unit, Meadows engine, with 23-ft. Scammell trailer.
1958 FORD Trader artic., 7-ton, 22-ft. Carrimore non-detachable trailer.

VANS.

- 1955 BEDFORD 7-ton, 16-ft. 9-in. by 7-ft. 6-in. by 7-ft. 6-in. boxvan body.

TRAILERS.

- NEW 12-ton 25-ft. Scammell automatic-coupling semi-trailers available as chassis only, platform or drop-side, 9.00 x 20 (14-ply) tyres, immediate delivery.

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- 1947 BEDFORD 30-seater coach.

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- EDBRO and Pilot tipping gears in stock for immediate delivery.

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- 1957 BEDFORD Workabus, £300.
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1959 AUSTIN 152 15-cwt. van, side-door loading, £300, choice of two.
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- 1959 BEDFORD 350-cu.-in. Comet engine, 7-ton long-wheelbase, 16-ft. double-drop-side body.
1958 Thames Trader diesel 3-ton with 11-ft. 6-in. double-drop-side body.
1957 BEDFORD diesel 6-ton forward-control with 16-ft. double-drop-side body.
1955 FORD Thames 4D 5-ton platform.
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1954 BEDFORD diesel 3-ton with 14-ft. double-drop-side body.
1953 LEYLAND Comet platform vehicle, 17-ft. 6-in. body, choice of two (at Cardiff).
1953 LEYLAND Comet, 9.00 x 20 tyres, 16-ft. alloy platform, very clean.

TIPPERS.

- 1959 BEDFORD diesel 6-ton tipper, Anthony gear and bodywork, 7.50 x 20 tyres (at Cardiff).
1958 BEDFORD diesel 6-ton normal-control tipper.
1957 LEYLAND Octopus tipper, Pilot underbody gear, light-alloy 14-cu.-yd. body, 9.00 x 20 tyres (at Cardiff).
1957 ALBION Clydesdale tipper, Comet engine, 10.00 x 20 tyres (at Cardiff).
1957 BEDFORD diesel 7-ton tipper, Leyland engine, 5-speed gearbox, drop-side body, 8.25 x 20 tyres (at Cardiff).

LUTONS.

- 1954 LEYLAND Beaver, fitted with aluminium box-van, very clean condition.
IMMEDIATE delivery, new BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

ARTICS.

- 1959 BEDFORD 10-ton tractor unit with 23-ft. 10-ton Scammell trailer.
1954 ALBION Chieftain 10-ton tractor with 23-ft. 10-ton wooden trailer.

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- 1955 -56 LEYLAND Octopus 8-wheeler platform.
1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.
1955 A.E.C. 8-wheeler.

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- 7-TON COMMER 13-ft. 6-in. wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearbox and air brakes.
COMMER-UNIPOWER 21-ft. wheelbase platform truck, with 9.00 x 20 tyres, air brakes, power steering.
SCAMMELL 12-ton trailer, 25 ft.
COMMER 15-cwt. van.
COMMER 30-cwt. van.
COMMER Cob.
1956 COMMER Rootes diesel platform, 9.00 x 20.
1956 BEDFORD, 300 engine, long-wheelbase 6-ton.

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1959 Thames Trader 7-ton 6-yd. fixed-side Anthony tippers choice of three.
1958 Thames Trader 7-ton 6-yd. fixed-side Anthony tipper.
1959 J-type BEDFORD 6-ton 6-yd. fixed-side Anthony tipper, 5-speed box.
1959 Thames Trader 7-ton 160-in. wheelbase drop-side truck, 27,000 miles only, £825.
1958 Thames Trader 7-ton 160-in. wheelbase chassis-cab, £575; no offers.

VEHICLES to come:-

- 1959 Thames Trader 7-ton 6-yd. fixed-side Anthony tippers, choice of seven.
1959 BEDFORD 7-ton 6-yd. Anthony tipper, short wheelbase, diesel, like new.

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UXbridge 33444.

904-171

April 14, 1961—THE COMMERCIAL MOTOR 59
(Supplement)

Used Goods Vehicles (contd.)

DODGE DISTRIBUTORS FOR GREATER PART OF WARWICKSHIRE.

TWO GATES GARAGE, L.T.D.,

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- NEW DODGE model 3166Y 8-ton long-wheelbase 19-ft. 6-in. platform or drop-side lorry, Leyland 350-cu.-in. diesel engine.
NEW DODGE model 3165AZ chassis-cab, Leyland 375-cu.-in. diesel engine, David Brown gearbox, Eaton 18500 axle, air brakes, 13 ft. 7 in. wheelbase.
NEW DODGE model 244BR short-wheelbase 6-cu.-yd. wood body tipper, Perkins R6 engine, 18500 2-speed axle, air brakes.
NEW TROJAN 25-cwt. drop-side tipping truck, P3 engine.
NEW TROJAN 25-cwt. van, P3 engine.

- 1953 DODGE Model 103P6 long-wheelbase drop-side lorry, 17 ft. 6 in.
1954 DODGE 3-ton long-wheelbase drop-side lorry, 16 ft., Perkins P4 engine.
1954 AUSTIN Londoner articulated unit, complete with trailers, Scammell coupling.
1954 57 DODGE 6-cu.-yd. short-wheelbase wood body tipper, Perkins P6 and R6 engine.
1956 BEDFORD, petrol, 6-wheel 17-cu.-yd. wood body coal tipper.
1956 B.M.C. 7-ton long-wheelbase drop-side lorry.
1957 COMMER TS3 short-wheelbase 14-cu.-yd. coal tipper.
1957 DODGE 6-ton long-wheelbase platform lorry, Perkins P6 engine.
1958 THAMES Trader 3-ton drop-side truck.
1959 B.M.C. 4-wheel-drive heavy-duty scow end steel body dump trucks.
1956 MORRIS J2 van.
1956 BEDFORD 10-cwt. milk float.
1957 BEDFORD 10-15 Grosvenor-Grafton personnel carrier.
1959 Atlas 10-12-cwt. van.
1957 Diesel, LAND ROVER, reconditioned engine, excellent order.
1958 Diesel LAND ROVER, hard top, heater, first-class condition. 904-105

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INVITE YOU TO INSPECT THEIR COMPREHENSIVE

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INCLUDING:-

- 1959 BEDFORD 7-ton normal-control tipper, diesel, Telehoist gear, steel fixed-side body, being completely rebuilt, painted to specification, £895.
1955 BEDFORD 7-ton long-wheelbase platform truck, diesel, exceedingly good condition, repainted to choice, £325.
1953 BEDFORD 5-ton short-wheelbase tipper, petrol, wooden body, good working order, £150.
1951 BEDFORD 5-ton long-wheelbase drop-side truck, P6 engine, ready for work, £195.
1953 BEDFORD 3-ton van, petrol, very tidy and in good working order, £125.
1953 AUSTIN 3-ton long-wheelbase drop-side truck, petrol, excellent order, £150.
1950 AUSTIN 30-cwt. 3-way loading van, petrol, good order, £65.

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CONFIDENTIAL HIRE-PURCHASE TERMS.

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- BEDFORD 10-12-ton 6-wheeler chassis-cab, Leyland engine, high-speed gearbox, 2-speed axle, 9.00 x 20 12-ply tyres, choice of body, early delivery.
LEYLAND Comet Scammell tractor unit, fitted with 6-speed gearbox, hub reduction rear axle and hooter assembly, immediate delivery.
BEDFORD 7-8-ton special long-wheelbase truck, 18-ft. body, fitted with 5-speed gearbox, 2-speed rear axle, 9.00 x 20 12-ply tyre equipment, the ideal truck for long and arduous work.
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BEDFORD 7-ton TK tipper (diesel), 2-speed axle, 9.00 x 20 12-ply tyres.
BEDFORD 6-ton long-wheelbase truck (diesel).
BEDFORD 10-ton tractor unit (diesel), fitted with Tusk automatic coupling gear and Michelin tyres.
BEDFORD 5-ton long-wheelbase chassis-cab (diesel).
BEDFORD 4-ton TK (truck) (petrol).
BEDFORD 3-ton normal-control long-wheelbase truck (diesel).
USED vehicles.

- USED VEHICLES.
BEDFORD 7-ton long-wheelbase platform truck, fitted with Leyland Comet engine, 9.00 x 20 12-ply tyres.
BEDFORD, 1956, pantechicon, 1,000 cu. ft. (petrol), £250.
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NEW A.E.C. 8-wheel double-drive hydraulic tipper, large alloy body, 9.6 engine.
NEW DODGE 8-ton twin-steer, Leyland engine, 16-ft. hydraulic tipper.
NEW DODGE 8-ton hydraulic tipper, new Perkins engine, immediate delivery.
NEW DODGE York 19-ft. tipper, Leyland engine, immediate delivery.
NEW DODGE Perkins 7-ton short-wheelbase hydraulic tipper.
1957 ALBION Reiver 22-ft. drop-sided truck, Leyland engine.
1955 ATKINSON 8-wheel 24-ft. flat, 9.6 A.E.C. engine.
1953 ATKINSON 6-wheel 24-ft. flat, Gardner.
1949 A.E.C. 8-wheel 24-ft. flat.
1956 SEDDON artic., fitted 5LW engine and 22-ft. van body fifth-wheel coupling.
1954 A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6 engine, 14-ft. hydraulic tipping trailer, clean condition.
1953 FODEN 8-wheel tipper, Gardner, 23-ft. new steel body, resprayed.
1946 ATKINSON 9-wheel double-drive tipper.
1952 VULCAN short-wheelbase hydraulic tipper, 4LW engine, resprayed.
1954 ATKINSON 4LW 15-ft. hydraulic tipper.
1955 BEDFORD 7-ton long-wheelbase 15-ft. alloy tipper, R6 engine.
1956 BEDFORD long-wheelbase 5-ton A-type drop-sided truck.
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
1948 COMMER, Perkins, 16-ft. drop-sided truck.
1953 DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.
1960 FORD Trader long-wheelbase hydraulic tipper, 20,000 miles.
1958 FORD 7-ton Trader, flat.
1956 FORD D long-wheelbase truck, new engine.
1956 FORD D steel-bodied tipper, very clean.
1950 LEYLAND Comet 18-ft. flat.

ALL TYPES OF BODIES BUILT IN WOOD AND ALLOY.

HIKE-PURCHASE, LOW DEPOSIT AND PART-EXCHANGE.

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EARLIEST DELIVERY ALL MODELS.

- NEW DODGE 3164T 8-ton tipper, 8-cu.-yd. steel body, extras.
NEW DODGE 3133T 7-ton diesel tipper, 2-speed axle.
1960 BEDFORD CA van, long wheelbase, 5,000 miles, unwritten, excellent, £375.
1959 BEDFORD CA van, 14,000 miles, excellent throughout, £335.
1958 (Late) Thames 15-cwt. van, with heater, excellent order, £275.
1958 AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £255.
1957 DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body 2-speed axle, £625.
1956 DODGE 6-ton diesel tipper, choice of several wood or steel bodies, from £565.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two, from £565.
1953 DODGE 100 P6 tipper, 6-yd. metal body, £375.
1948 FORD pick-up truck, 10-year tested, £55.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 904-164

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A 63 BRIDGE STREET, PETERBOROUGH
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1956 FORD 3-ton 4D truck, £330.
1956 FORD 5-ton 4D truck, £340.
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1958 ATKINSON M644LW (Gardner 4LW) 8-10-ton 4-wheel alloy tippers; choice two.

1958 ATKINSON M644LA (A.E.C. 7.75-litre) 8-10-ton 4-wheel Milshaw 15-ft. alloy tipper.

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1956 ALBION Reiver long-wheelbase platform truck.

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1955 ALBION Reiver long-wheelbase drop-side.

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BEDFORD 1955 7-ton diesel truck, £320.

BEDFORD 1953 7-ton truck, petrol, overhauled, £250.

COMMER 1954, December, TS3 diesel flat truck, overhauled, £575.

COMMER 1957 25-cwt. forward-control van, diesel, £225.

THAMES 1955 P6 long-wheelbase 5-ton truck, £210.

THAMES 1955 2-ton short-wheelbase truck, reconditioned 4D engine just fitted, £240.

THAMES 1956 4D 400-cu.-ft. integral van, £250.

BEDFORD 1959 300-cu.-in. diesel long-wheelbase truck, well tired, excellent condition, low mileage, £850.

THAMES 1955 3-4-ton diesel truck, well tired, excellent condition, £275.

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NEW B.M.C. 7-ton 150-in.-wheelbase chassis and cab, in stock, immediate delivery.
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A.E.C. double-drive, winch, 13.50 x 20 tyres, excellent condition.
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1957 BEDFORD 61-ton, 5-type medium-wheelbase end tipper, 13-ft. drop-sided body, repainted.
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1959 GUY Warrior, twin steer, A.E.C. engine, 18-ft. by 7 ft. by 4-ft. fixed-sided end hydraulic tipper, 9.00 x 20 tyres, in very good condition.
1960 May, FORD 7-tonner, 14-ft. 6-in. by 7-ft. by 2-ft. 6-in. steel body drop-sided tipper, 9.00 x 20 tyres, in excellent condition.
A.E.C. Matador 4 x 4, ex-M.O.S., in excellent condition.

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A New 10-ton COMMER TS3 S.A.E. tractor.
1960 A.E.C. 8-wheeler, 9.00 x 24 tyre equipment, 24-ft. platform body, as new, choice of two.
1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body, nice condition, choice of two.
1955 FODEN twin-steer platform 5LW Gardner engine, clean vehicle.
1955 THORNICROFT 8-wheeler, 24-ft. all-metal platform body, ex C-licence operator, one owner, clean vehicle.
1955 ATKINSON 8-wheel, 16-cu.-yd. tipper, steel body, 6LW Gardner engine, 9.00 x 20 tyres, clean vehicle.
1954 DODGE Model 106, P6, new engine recently fitted, drop-side body, very clean vehicle.
WESTERN LANE, London, S.W.12. Battersea 2193. 904-186

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S-TYPE BEDFORD-SCAMMELL articulator, 1952, rebuilt with new cab and P6 engine, etc., 1960, with 20-ft. flat trailers.
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DODGE 7-ton 1955 drop-side 19-ft. truck, new R6 engine.
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AUSTIN 6 x 4, all spares available.
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BEDFORD 35-cwt. coachbuilt drop-side truck, diesel, 4.750 miles only, first registered 1960, £665.
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BEDFORD 7-ton drop-side truck, diesel, first registered May, 1957, £565.
LEYLAND Comet alloy platform lorry, first registered November, 1955.
SEDDON diesel Mk. 5L 6-7-ton drop-side truck, one owner C-licence operator, first registered 1958, £685.

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1960 May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 15,000 miles, £1,095.
1942 MAUDSLAY 8-wheeler platform diesel truck, recently overhauled, £275.

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1960 DODGE standard 7-ton tipper, cab heater, flashing lights, one owner, 21,500 miles, as new, choice of four, £1,450 each.
1957 SEDDON standard Mk. 15 tipper, P6 engine, Eaton axle, well tyre all round, one owner, a very clean truck, £750.
1954 LEYLAND medium-wheelbase tipper, twin ram, clean truck, repainted ready for the road, £500.
1954 SEDDON medium-wheelbase twin-ram tipper, Perkins P6 engine, Eaton axle, general condition (including tyres) good, £425.
1955 DODGE standard 103AP6 tipper, recent engine overhaul, well tyre, on 9.00 x 20, a clean truck, £595.

FLATS, DROP-SIDE **T**RUCKS.
1957 STANDARD 14-ft. 6-in. drop-side truck, well tyre, on 8.25 x 20, one owner, choice of three, £475 each.
1956 SEDDON standard, flat platform with high-loading headboard, Perkins P6 engine, well tyre all round.
1959 BEDFORD standard drop-side truck, one owner from new, Leyland engine, a clean, well-tyred truck, £725.
1953 FODEN long-wheelbase 8-wheeler, new 24-ft. flat platform, reasonably well tyre all round, new batteries, this vehicle was completely rebuilt by Fodens in 1958, £1,400.
1950 DODGE 105 P6 standard drop-side truck, owner-driven from new, clean, ready for the road, £325.
1956 DODGE standard flat-platform 16-ft. truck with high-loading headboard, well tyre, one owner, £375.

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1958 5-ton Thames Trader wooden-bodied tipper, petrol engine, 30,000 miles, in good condition.
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1953 BEDFORD 7-ton long-wheelbase flat, diesel engine, £135.
1953 6-ton DENNIS Pax long-wheelbase platform truck, £200.

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1958 BEDFORD diesel 6-tonner, fitted with standard platform body and insulated box container, excellent tyre equipment, in good condition both bodily and mechanically, choice of two.
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1956 B.M.C. diesel 7-ton, fitted with 17-ft. 6-in. platform body, twin-speed axle, power steering, 9.00 x 20 14-ply tyre equipment.
1956 SEDDON diesel, fitted with platform body, de luxe cab, one C-licence owner, one driver.
1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre equipment, one owner.
1955 SEDDON diesel Mk. 12, fitted with twin-speed axle, heavy David Brown gearbox, 9.00 x 20 tyre equipment, forward control, one C-licence operator.
1954 LEYLAND Comet 90, one owner, fitted 17-ft. 4-in. platform body.
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1957 LEYLAND Comet forward-control, fitted 12-ft. 6-in. alloy tipping body.
1956 LEYLAND Comet forward-control, fitted 12-ft. tipping body.
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COMMER TS1, 1958, with Boys third axle, 17-ft. alloy tipping body, Edbro gear and 2-speed axle.
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COMMER Avenger coach, 1950 Albion engine, certificate of fitness two years.

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1958 COMMER 7-ton T33, air brakes, 5-speed gearbox, £720.
1957 COMMER 7-ton T33, drop-side truck, good condition, £675.
1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £350.
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.
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1956 GUY Otter, 6-tonner, P6 engine, 2-speed axle, £250.
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1954 ALBION 8-wheeler, good condition, choice of two, £385.
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.
1948 ALBION 6-wheeler, good condition, choice of three, £300.
1947 FODEN 7-tonner, LW engine, £345.
1947 E.R.F. 7-tonner, LW engine, £345.
1953 DODGE 5-tonner, P6 engine, £225.
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1946 LEYLAND Beaver, good condition, £325.
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- 1957 COMMER 12-ton tractor.
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1957 BEDFORD 7-ton model 300 diesel, fitted platform body, very clean.
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1957 MORRIS 15-cwt. van, blue, £285. (g)
1959 AUSTIN 15-cwt. van, green, £295. (g)
1953 BEDFORD 1½-ton petrol, boxvan, grey, £120.
1955 AUSTIN 1½-ton van, grey, £145.
1958 AUSTIN 1½-ton petrol van, cream, £315. (g)
1951 COMMERCIAL Q2 boxvan, petrol, green, £195.
1955 AUSTIN 3-ton diesel, Luton van, grey, £285.
1955 AUSTIN 3-ton petrol, drop-side truck, grey, £195.
1957 AUSTIN 3-ton diesel, drop-side truck, green, £215. (g)
1956 AUSTIN 3-ton diesel, drop-side truck, green, £195. (g)
1955 DODGE 6-yd. diesel tipper, overhauled, red, £115. (g)
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1957 AUSTIN 15-cwt. Omnivan, C licence, £215 each.
1954 4-ton SEDDON, Perkins P4, platform, with winch, £185.
1950 MAUDSLAY twin steer, A.E.C. 7.7 engine, alloy platform body, one owner, C licence, £275.
1952 ATKINSON, 8-wheeler, 6LW, double drive, 24-ft. platform body, 5-speed box, 10.25 tyres, £350.
1953 Model SEDDON boxvan, Perkins diesel engine, £115.
1956 BEDFORD A-type Scammell units, choice of three, £200.
1958 BEDFORD CAV van, one owner, C licence, £215.
1956 MORRIS B.M.C. unit and trailer, one owner, C licence, immaculate condition, £500.
1954 BEDFORD A-type platform, alloy bodies, P6 engine, choice of three, £260 each.
1954 AUSTIN 5-ton trucks, alloy bodies, P6, choice of three, £250 each.
1953 SEDDON 3-ton, P4 engine, platform body, £150.
1951 FODEN 6-wheeler, 6LW, double-drive, £600.
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1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.
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1956 AUSTIN 3-ton forward-control diesel 1,500-cu.-ft. Luton van, body just rebuilt, in primer.
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ONE 1958 Thames Trader, long wheelbase, diesel, £625.
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TWO 1957 DODGE 5-6-ton long-wheelbase diesel trucks on 8.25 x 20 tyres, one owner, £495 each.
ONE 1956 DODGE 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, £400.
ONE 1956 BEDFORD 5-6-ton long-wheelbase diesel truck on 8.25 x 20 tyres, one owner, £400.
ONE 1956 FORD 4D 4-5-ton long-wheelbase diesel truck on 7.00 x 20 tyres, one owner, £275.
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NEW 15-cwt. BEDFORD van.
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1960 FORD Trader, 7-ton flat, small mileage, choice of 10, from £750.
1959 FORD Trader, 6D, 7-ton flat, choice of 15, from £625.
1959 FORD Trader, 6D, County extension, 6-wheel platform truck, choice of three, from £1,095.
1957 BEDFORD, D-type, 300 engine, 6-ton short-wheelbase tipper, complete new wooden body, £550.
1956 B.M.C. 6-wheel double-ram steel-bodied tipper, £775.
1956 COMMER TS3, artic., Scammell coupling with 21-ft trailer, £495.

THE UNDERNOTED ARE SPECIALLY

REDUCED

1958 DODGE 6-ton long-wheelbase platform lorry, diesel engine, forward control, £450.
1958 FORD, 6D, 5-ton drop-side truck, £525.
1957 BEDFORD, 7-ton flat, S-type, 300 engine, £475.
1957 BEDFORD 5-ton flat, A-type, P6 engine, £345.
1957 May, AUSTIN B.M.C. 5-ton diesel, long-wheelbase flat, £375.
1956 FORD short-wheelbase, wooden-bodied tipper, P6 engine, £175.
1956 B.M.C. 7-ton flat, 5.1-litre diesel engine, £375.
1956 MORRIS B.M.C. 3-ton 21-ft. platform truck, 4-cylinder diesel engine, £300.

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TROJAN AGENTS.

RUTLAND STREET GARAGES.

Swinton, Lancs.

All inquiries: Phone, Swinton 2036 and 2037.

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GARAGE OPEN DAILY (INCLUDING SUNDAYS).

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ESTABLISHED 42 YEARS.

LUTON vans and pantechnicons.

1,500 CU.-FT. 1953 GUY P6 diesel pantechnicon, good condition, £340.
1,220 CU.-FT. 1950 SEDDON P6 diesel pantechnicon, in really first-class order, C-licence operator, £275.
1,200 CU.-FT. 1954 AUSTIN petrol pantechnicon, B-licence operator, good condition, £300.
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1,100 CU.-FT. 1954 BEDFORD 3-ton petrol pantechnicon with drop well, £340.
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1956 BEDFORD 5-ton petrol tipper, £320.
1955 AUSTIN 7-ton platform, with power steering and Eaton 2-speed axle, £340.
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body in good condition, £240.
1955 AUSTIN 2-ton diesel truck, very good condition, £325.
1954 ALBION 6-ton diesel truck, alloy body, £290.
1953 AUSTIN Loadstar P6 diesel truck, £175.
1955 BEDFORD 8-ton Scammell unit, £180.
1951 SEDDON 3-ton P4 diesel platform, ideal for a coalman, £150.

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NEW TK AND J M MODELS

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1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel chassis and cab, 167-in. wheelbase, excellent condition, choice of two, £465.
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1954 BEDFORD 10-ton petrol tractor with 22-ft. straight-frame trailer, £325.
1959 Thames Trader 7-ton long-wheelbase diesel steel-body tipper, £895.
1949 2-3-ton BEDFORD boxvan, petrol engine, good working condition, £95.

A Good selection of other used commercial vehicles in stock. We may have the vehicle you require so why not give us a call. 904-241

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A.E.C. DODGE. TROJAN. SERVICE.

OFFICIAL FITTING STATION FOR
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NEW vehicles in stock.

TWO DODGE 3146AZ 8-ton models.

375 LEYLAND engine and extras.

ONE FORD Thames Trader chassis and cab 75 Model, long-wheelbase.

ONE FORD Thames Trader tipper 75 Model, long-wheelbase.

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SECOND-HAND VEHICLES.

1958 DODGE, twin steer tipping vehicle.

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1952 BEDFORD 7-ton long-wheelbase drop-side, petrol.

1955 B.M.C. 7-ton long-wheelbase platform.

1955 ALBION Glysdale long-wheelbase.

1955 A.E.C. 6-wheeler, immaculate condition, 9.6 engine.

1952 BEDFORD short-wheelbase tipper, 5-ton, petrol.

1947 BEDFORD long-wheelbase tipper, 5-ton, petrol.

1958 A.E.C. Mercury, long-wheelbase alloy body.

1956 A.E.C. Mercury long-wheelbase.

443 HANDSWORTH ROAD,

SHEFFIELD, 13.

Woodhouse 2541 (three lines). 904-13

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FORD MAIN DEALERS,

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1960 FORD 7-ton 7-cu.-yd. tipper, £995; choice of two.
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1954 AUSTIN Loadstar 3-ton truck, engine completely reconditioned, £300.
1959 MORRIS J2 van, £295.
1959 FORD 7-ton 7-cu.-yd. 138-in.-wheelbase tipper, £950.
1956 MORRIS estate car, £395.
1956 FORD 5-cwt. van, £235.
1959 FORD 12-seater, £395.
1957 FORD 5-cwt. van, £150.
1959 FORD 7-ton tipper, £895.
1956 FORD 5-cwt. van, £165.
1959 FORD 7-cwt. van, £270. 904-337

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OFFER THE FOLLOWING:—

AUSTIN B.M.C., fully forward control, alloy platform bodywork, 1955-56 model, in excellent order, one owner, £395.
BEDFORDS, diesel, long wheelbase, 1955, very clean and in excellent condition, £335.
LATE 1958 COMMER diesel Superpoise 35-cwt. van, £275.

1954 7-cu.-yd. BEDFORD diesel tipper.

1956 7-cu.-yd. BEDFORD diesel tipper.

BEDFORD Luton van, £50.

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THOMAS S. WHITNEY AND CO., LTD.,

MAIN FORD DEALERS,

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Phone, North 3191.

1957 BEDFORD 7-ton long-wheelbase 300 diesel platform truck, 2-speed axle, £600.
1956 LEYLAND Comet 7-ton long-wheelbase diesel tipper, alloy drop side, 2-speed axle, 5-speed gearbox, £775.
1956 AUSTIN B.M.C. 5-ton petrol tipper, £250.
1956 AUSTIN B.M.C. 7-ton diesel drop-side, 2-speed axle, £475.
1955, November, BEDFORD 7-ton diesel flat, £400.
1957 AUSTIN B.M.C. diesel articulated unit, fifth-wheel coupling, 2-speed axle, £300.
1953 LEYLAND Comet 7-ton diesel tipper, £500.
1954 AUSTIN 3-ton petrol van, fitted for glass carrying, £125.

TO clear, several cheap tippers and flat lorries from £50.
NEW Thames Traders for immediate delivery, 7-ton, 5-ton and articulated chassis-cabs and 108-in. by 138-in., 6-, 7-, 8-cu.-yd. tippers. 904-57

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FOR BIRMINGHAM'S

BEST USED TRUCKS

- 1958 COMMER 5-ton medium diesel, coach built, alloy platform body, cab height headhead, small mileage, repainted, £600.
1956 COMMER TS3, 7-ton drop-side, for quick sale, £445.
1952 Thames 5-ton Luton van, 4D engine, ready for work, £215.
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1959 7-ton medium-wheelbase tipper BEDFORD diesel, steel body, approximately 14-cu.-yd., suitable for coal, good condition.
1955 COMMER Superpoise, gown van, ideal for mobile shop conversion, £200.
1951 COMMER Q2 tipper, very handy vehicle, £45.

WE ALWAYS HAVE NUMEROUS TRUCKS, VANS, ETC., IN STOCK.

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LEYLAND ALBION SCAMMELL

- 1957 October, BEDFORD diesel long-wheelbase tipper, 9 in., good tyre equipment.
1957 September, COMMER TS3 chassis and cab.
1958 DODGE long-wheelbase chassis and cab, Leyland engine, power steering.

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- 1961 COMMER light bus, blue, 12-seater, £650.
1959 (November, 1958) MORRIS 30-cwt. diesel van, £425.
1959 Thames 15-cwt. van, cream, one owner, £300.
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1957 COMMER express delivery van, green, £250.
1957 BEDFORD CAV van, blue, £185.
1955 Thames 2-ton 4D van, can be used as mobile workshop, open glass roof, £175.
1953 DENNIS FAX van, P6 engine, £100.

ELMBRIDGE 0081,

904-80

HENSMANS, LTD., Brentwood 5252, offer—

- 1959 Thames 15-cwt. van, grey, one owner, £320.
1959 Thames 12-seater, grey, one owner, £460.
1958 BEDFORD 10-12-cwt. van, blue, good condition, £280.
1958 AUSTIN A55 pick-up truck, good condition, £310.
1957 BEDFORD Utilabrick 12-seater, grey-blue, one owner, £320.
1957 Thames 5-cwt. van, blue, good condition, £230.
1957 MORRIS-COMMER 3-ton truck, diesel, £280.
1955 Thames 5-cwt. van, grey primer, £190.
1953 DODGE 5-ton platform truck, P6 engine, £230.
1951 BEDFORD 3-ton Luton van, petrol, £95.
1951 BEDFORD 5-ton chassis-cab, petrol, £90.

NEW vehicles from stock.

TRADER 108-in. wheelbase 6D artic. unit.

TRADER 6D artic. unit with Hands automatic coupling

MERRIWORTH 12-ton 25-ft. straight-frame platform trailer, Scammell coupling, 9.00 x 20 tyres. 904-10

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- 1958 FORD 6D 5-cu.-yd. tipper, 2-speed axle, choice of two.
1956 FORD Thames 4D double-drop-side truck, special body, 7.50 x 20 tyres, excellent condition, one owner, £275.
1955 AUSTIN 3-ton diesel 800-cu.-ft. boxvan, £215.
1959 MORRIS J2 van, good condition, one owner, £300.
1955 ALBION 3-4-ton diesel chassis-cab, £240.

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Used Goods Vehicles (contd.)

TOM BYATT (STOKE), LTD.

OFFER SUBJECT TO BEING UNSOLD. THE FOLLOWING USED COMMERCIAL VEHICLES. THREE MONTHS' GENUINE WARRANTY.

- 1958 BEDFORD 10-ton tractor unit (choice of two), 2-speed axles, petrol engine, perfect in every way, £480 cash.
1958 COMMER TS3 diesel tipper, panelled long-wheelbase body, overhauled, new diff. and repainted, £775.
1954 BEDFORD 4-ton with insulated container body, roughish but sound, P6, £200.
1958 BEDFORD 6-ton short-wheelbase diesel tipper, in excellent condition, £600.
1957 Trader 5-ton short-wheelbase diesel tipper, steel body, drop sides, good machine (owner driven), £525.
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1958 E.R.F., completely rebuilt and re-registered twin steer, in excellent condition.
1958 BEDFORD 7-ton long-wheelbase drop-side truck, diesel, 9.00 tyres all round, 2-speed axle, excellent condition and repainted.
1958 BEDFORD 29-seater workmen's coaches (choice of three), utility type, sound, from £125.

AVAILABLE shortly—

CHOICE of six 1958 BEDFORD Boys diesel 6-wheelers, long-wheelbase flat with 2-speed axle, from £850.

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TOM BYATT (STOKE), LTD.

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LARGE range of new BEDFORD TK and J models in stock, and Scammell trailers.
IMMEDIATE delivery on 7- and 7½-ton extra long TK trucks.

USED vehicles:

- 1954 BEDFORD 7-ton platform with Mk. II R6 diesel, in good, clean condition, good tyres, £325.
1954 AUSTIN 5-ton platform, with P6 diesel and Marshalls forward-control cab, very clean, £250.
1957 BEDFORD 15-cwt. Luton van, in good order, £350.
1960, August, 7-ton BEDFORD J-type 8-cu.-yd. tipper, with Bedford 300-cu.-in. diesel at only 9,000 miles. Elechoist underfloor ram and body, £950.
REMEMBER we carry large stock of new vehicles and trailers for immediate delivery and demonstration.

PHONE, MOUNTVIEW 3451.

904-369

APRIL, 1960, DODGE medium-wheelbase 2-speed axle tipper, iron body, heater, as new, 9.00 x 20 tyres, £1,250.

1960 Thames Trader short-wheelbase tipper, 9.00 x 20 tyres, £800.

1960 BEDFORD medium-wheelbase tipper, 2-speed axle, iron body, 9.00 x 20 tyres, £900.

OCTOBER, 1959, B.M.C. long wheelbase, 2-speed axle, heater, high-sided wooden body, will lower body if required, £900.

JUNE, 1959, COMMER TS3 long-wheelbase twin-ram tipper 5-speed box, £90.

DECEMBER, 1959, B.M.C. flat, 16-seat, long wheelbase, 2-speed axle, power steering, heater, 9.00 x 20 tyres, £750.

1955 DODGE long-wheelbase diesel twin-ram tipper, 5-speed box, drop-side boards, £350.

NOVEMBER, 1955, BEDFORD tipper, long wheelbase, 2-speed axle, 5-speed box, good body, cab and engine plated chassis, good job, £300.

1954 Comet 90 long-wheelbase tipper, high-sided wooden body, 2-speed axle, £400.

MARCH, 1954, FODEN 6-ton long-wheelbase flat, 4½ c.k., £300.

OCTOBER, 1954, FORD 4D 5-ton tipper, £225.

JANUARY, 1953, ATKINSON 6-ton short-wheelbase tipper, 4½ c.k., 5-speed box, high-sided body, £350.

1953 LEYLAND Steer underneath twin-ram tipper, new alloy body, 9.00 x 20 tyres, £1,250.

JUNE, 1952, Comet 90 long-wheelbase twin-ram tipper, 5-speed box, high-sided body, £475.

APRIL, 1951, ATKINSON 8-wheeler twin-ram underneath tipper, new alloy high-sided body, £1,250.

MARCH, 1958, DENNIS Max 7-ton long-wheelbase twin-ram tipper, high-sided iron body, tipping gear and body new, ex corporation, £300.

OCTOBER, 1947, FUDEN 8-wheeler flat, D.D., very good, received engine six months ago, £265.

W. D. SCOTT, Bolton Road Garage, Aspull, nr. Wigan, Phone 45825.

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NEW BEDFORD TK 10-ton tractor unit with 25-ft. Scammell trailer, immediate delivery.

NEW BEDFORD TK 7½-ton long-wheelbase drop-side truck, 350 diesel, immediate delivery.

NEW BEDFORD TK 7-ton extra-long-wheelbase diesel drop-side truck, 2-speed axle, immediate delivery.

NEW BEDFORD JO pick-up, petrol, immediate delivery.

1957 BEDFORD D4A1 reconditioned, complete with Scammell gear, £500.

1955 COMMER 7-ton TS3, £465.

PENFOLD MOTORS,

2-22 BURN ASH ROAD,

S.E.12.

Lee 1202

904-346

Used Goods Vehicles (contd.)

BIRMINGHAM COMMERCIAL OFFER—

- NEW DODGE tractor unit, 25-ft. trailer.
NEW MORRIS 6-wheel tipper.
1958 ATKINSON 8-wheel tipper.
1951 E.R.F. 4.4, 4LW, 18-ft. platform.
1953 E.R.F., 6LW, 19-ft. 6-in. platform, 7-ton Dyson trailer.
1953 54 ALBION Chieftain truck, alloy body.
1954 Comet tractor, 25-ft. trailer.
1958 Trader Luton van, 1,675 c.c.

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GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
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- 1954 7-ton long-wheelbase DODGE diesel platform truck; 5-speed gearbox, engine completely overhauled, excellent condition, £175.
1960 2-ton diesel FORD Thames van, 4-cylinder diesel, in excellent condition, one owner, 20,000 miles, £725.
1958 2-ton diesel FORD Thames van, in good condition, £425.
1953 Thames Cost Cutter 3-ton long-wheelbase truck, £150.

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HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.
Tottenham 7771 (four lines).

VANS.

- 1954 BEDFORD passenger chassis with pantechicon body, 1,430 cu. ft.
1956 COMMER express delivery van.
1958 BEDFORD 15-cwt. boxvan, also 1956.
1959 MORRIS 10-cwt. Morris boxvan.

AUSTIN, Ford, Rootes Group.

AVAILABLE for immediate delivery. Ford 15-cwt. van; Trader 5-ton 6D, 1,650-cu.-ft. Luton van.
COMPREHENSIVE stock always held.

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OFFER SUBJECT TO BEING UNSOLD—

THAMES Trader York 6-wheeler 20-cu.-yd. tipper, out-rigger bodywork, 9.00 x 20 tyres.
THE best E.R.F. Twin Steer on offer, 48,000 miles only, cab and bodywork ready for lettering, mechanically just run-in. Sold as new, 22-ft. body, 10.00 x 20 tyres.
SEVERAL small used vans.

NEW COMMER Cob van.

PETROL DODGE tipper.

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- 1956 BEDFORD 5-ton tipper, petrol.
1953 BEDFORD 5-ton tipper, petrol.
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1959 BEDFORD Utilabrick, farmers model.
1959 BEDFORD Utilabrick.
1957 BEDFORD Workabou.
1957 MORRIS MINOR van.
1956 FORD 12-cwt. van.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051 904-389

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DERWENT STREET,
DERBY.

Phone 40171-5.

WIDE range of new BEDFORDS in stock, including the new Bedford TK 120-in. tipper.

1957 BEDFORD short-wheelbase 7-ton tipper, diesel, U-type body, £550.

1959 September, FORD Trader tractor with Scammell coupling, £700.

1958 DODGE 6-ton drop-side truck, 17-ft. 3-in. body, £600.

1956 BEDFORD with Balco extension, 24-ft. drop-side body, £350.

1953 BEDFORD Duple 29-seater bus, certificate of fitness 1963, suitable for workman's bus, £175.

INQUIRIES invited. Phone, Derby 40171-5. 904-409

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Used Goods Vehicles (contd.)

BARRETT'S OF CANTERBURY. AUSTIN EAST KENT DISTRIBUTORS.

AUSTIN 1-ton diesel van, LD4, forward-control, list.
AUSTIN 1-ton petrol van, LD4, forward-control, list.
AUSTIN 2-ton forward-control chassis-cab, T200 petrol, 10-ft. 9-in. wheelbase, list.
AUSTIN 2-ton forward-control chassis-cab, T200 petrol, 9-ft. 6-in. wheelbase, list.
AUSTIN 7-ton diesel chassis-cab, 9.00 x 20 tyres, long-range fuel tank, 13-ft. 4-in. wheelbase, list.
EARLY delivery of all AUSTIN commercial vehicles.

SECOND-HAND vehicles.

1960 BEDFORD 10-12-cwt. van, repainted, £330.
1950 COMMERCIAL, petrol, £75.

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Canterbury G161 (10 lines). 904-531

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FORDSON 3-ton drop-side truck, hay rack over cab, Perkins P6 diesel engine, good tyre equipment, 14.1.52, £180.
MORRIS 5-ton petrol drop-side truck, new engine, good tyres, 10.5.56, £225.
FORDSON 4D diesel 5-ton platform truck, bolster, heater, good tyres, 12.7.56, £255.
KARRIER 3-4-ton long-wheelbase drop-side truck, taxed, good order, 1.1.47, £110.
COMMER 2-ton drop-side truck, 8.10.45, quick sale, £40.
BEDFORD 10-12-cwt. van, heater, taxed, 1958, £225.
MORRIS 1000 5-cwt. van, passenger seat, grey, 13.3.58, £260.
COMMER 7-ton TS3 diesel, fitted 1,800 cube Luton body, taxed, new engine fitted 1,500 miles, 1957, £765.
FORD Trader 4D diesel 11-ton drop-side truck, 1958, £365.
DICKINSON AND ADAMS, Luton 51221. 904-175

E. J. BAKER AND CO. (DORKING), LTD.,

BIRCHTOD ROAD,
ALDERSHOT.
Phone 24242-3-4-5.

1958 BEDFORD 5-ton long-wheelbase petrol engine drop-side truck, very clean, ex C licence, £485.
1955 And 1956 BEDFORD 7-ton short-wheelbase Mk. II, R6 diesel engine, 6-cu.-yd. steel drop-side bodies, underfloor gear, from £375.
1953 BEDFORD 7-ton, petrol engine, long-wheelbase drop-side wood 6-cu.-yd. tipper, £285.
1952 FORD V8, petrol engine, 1,000-cu.-ft. Luton van, £85.
1960 February, AUSTIN A55 van, blue (no lettering), heater, £385.
CHOICE of several 12-seat P.S.V. passenger vehicles, Bedford and Ford. 904-487

SPARSHATT'S offer:—

LEYLAND Comet 1958 short-wheelbase 7-cu.-yd. tipper, with underfloor gear, very good condition throughout, tyres excellent, £1,350.
ALBRION Clydesdale 1959 long-wheelbase alloy end-tipper, 16-cu.-yd. capacity with twin-ram gear, good condition, £1,650.
DODGE 1958 6-wheeled platform lorry with Leyland diesel engine, double-drive, Kirkstall rear axle, 22-ft. body, excellent condition, £1,500.
J. H. SPARSHATT AND SONS, LTD., London Rd., J. Hillsea, Portsmouth. Phone, Portsmouth 60361. 904-218

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(CHISWICK FLYOVER).

FOR Quality Tested used vehicles.

1959 BEDFORD standard Utilabake, 20,000 miles, one owner, in exceptional condition, £410.
1958 COMMERCIAL Karrier 3-ton diesel boxvan, 350 cu. ft. separate cab, very clean vehicle.
1958 BEDFORD CA van, one owner, first-class condition, choice of several.
1958 BEDFORD 15-cwt. Hawson van, 7,000 miles from new.

BEDFORD HOUSE,

CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 904-479

PETERBOROUGH ENGINEERING CO., LTD.

1959 ALBRION Clydesdale CD21XLW 24-ft. platform, with straw rack, excellent condition, £1,800.
1959 COMMERCIAL TS3, 13-ft. 6-in. wheelbase, new platform body, clean, £800.
1958 BEDFORD S Scammell tractor, Leyland engine, clean and well shod, £600.
1958 LEYLAND Comet ECOS2/4R chassis and cab, one owner, very clean, £1,050.
1956 DODGE diesel platform truck with 18-ft. cattle container, one owner, £525.

36-42 EYE ROAD,

PETERBOROUGH,
Phone 66161. 904-470

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DARTMOUTH GARAGE,

FOR YOUR

GOOD USED COMMERCIAL.

COMMERCIAL 25-30-cwt. 1957 diesel van.

AUSTIN 3-ton drop-side truck, body length 16 ft. 6 in., 1955, diesel.
VULCAN 5-ton flat platform truck, body length 16 ft. 6 in., fitted with Perkins P6 diesel engine, well tyred and in good condition.

MORRIS prime mover, 1954, fitted with Sawyer diesel engine and Tanker coupling.
SEDDON 3-4-ton, fitted with Perkins P4 engine, 7-ft. interior height, 7 ft. width, 14 ft. 6 in. length, van, good condition.

OPEN FOR SALES MONDAY TO SATURDAY,
9 A.M. TO 7 P.M.

AUSTIN COMMERCIAL DISTRIBUTORS.

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384-386 HIGH STREET,
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Phone, Wes 2441-6. 904-471

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1960 BEDFORD 4-berth caravan.
1959 BEDFORD C.A. workabus.
1959 BEDFORD Utilabake special
1959 Thames 4D 2-ton van.
1955 BEDFORD (petrol) 1,500-cu.-ft. furniture van.
SPURLING MOTORS CITY, 176-179 Shoreditch High St., London, E.1. Shoreditch 8433. 904-231

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OFFERS EX MINISTRY VEHICLES.

FORDSON ET6 petrol 6-wheeler chassis and cab, 9.00 x 20 tyres, £200.
BEDFORD QL 4 x 4 Grade 1, £175.
BEDFORD QY 4 x 4 Grade 2, £125.
BEDFORD QL 4 x 4, Grade 3, choice of 20 vehicles, £95.
BEDFORD OY 800-gal. petrol tanker, £150.
BEDFORD OY 500-gal. water tanker, £145.

AUSTIN K5 6-wheeler chassis and cab, choice of 10, £165.

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7-TON forward-control tipper, 9-ft. 7-in. wheelbase,

7-TON forward-control tipper, 9-ft. 7-in. wheelbase,

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1955 BEDFORD-PLAXTON 36-seater, certificate of fitness 1965, exterior ivory with blue-grey metallic chrome, ex well-known Continental touring fleet, many extras.

1954 BEDFORD-DUPLE 36-seater, R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresh coach.

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1950 BRISTOL 30-33-seater Windower and E.C.W. half-cab coaches, fitted late-series low-mileage Bristol A.V. 9.8 and Gardner 5LW diesel engines, certificate of fitness 1965-60, choice of six, price £650-£600.

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NEW FORD Thames Duple Yeoman 41-seater, fitted with Perspex quarters, Formica side panels, heaters, radio and microphone, interior red moquette, immediate delivery.

1959 BEDFORD diesel 41-seater full luxury Harrington Crusader, fitted with radio and heaters and many other extras, small mileage, as new, certificate of fitness 1967.

1959 BEDFORD diesel, 41-seater full luxury Duple body, fitted with radio and heater, also many other extras, certificate of fitness 1966, choice of two.

1956 BEDFORD, 41-seater full luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966, choice of two.

1956 BEDFORD Super Vega, 41-seater full luxury Duple body, fitted with Perspex quarters, Formica side panels, heaters, public address system, interior fawn and red moquette, in good, clean condition throughout, just been recertified, choice of two.

1956 BEDFORD Yeates Riviera 41-seater full luxury Duple body, fitted with heater, Formica side panels, small mileage, in good, clean condition throughout, certificate of fitness 1966.

1956 COMMER TS3, 41-seater full luxury Plaxton body, fixed with heater, in good, clean condition throughout, certificate of fitness 1966.

1955 Duple body, fitted with radio and heater, Formica side panels, top sliding windows, interior autumn tint, in good, clean condition throughout, certificate of fitness 1965.

1955 COMMER TS3, 39-seater full luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

1955 LEYLAND Tiger Cub, front entrance, Eaton 3-speed axle, 41-seater full luxury Burlingham Seagull body, fitted Formica side panels, heaters, clean condition throughout, certificate of fitness 1964.

1954 BEDFORD Super Vega, 36-seater full luxury Duple body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

1952 A.E.C., 9.6 engine, full-front 39-seater full luxury Whitson observation coach, good tyres, in good, clean condition throughout, one owner since new, certificate of fitness 1962.

1952 BEDFORD Super Vega 37-seater full luxury Duple body, fitted heaters, interior red moquette, good, clean condition throughout, certificate of fitness 1962.

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1951 FODEN full-front 27-seater, full luxury Harrington show model, dorsal-fin body, fitted with radio and heater, one owner since new, in excellent condition throughout, certificate of fitness 1965.

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1956 BEDFORD Plaxton 41-seater, red interior, with heaters, exterior blue and cream, just recertified 1966, £2,485.

1955 BEDFORD (Perkins R6) Duple Super Vega 36-seater autumn tint interior with heaters, exterior cream and blue, certified 1965-£1,985.

1955 COMMER TS3 Plaxton 41-seater, autumn tint interior, with heaters, exterior cream with black relief, certified 1965, £2,250.

1954 BEDFORD Yeates Riviera 36-seater, red interior with heater, exterior maroon and grey, certified 1964, most attractive, £1,885.

1953 BEDFORD Duple Super Vega 37-seater, with counter seats, seating in floral moquette, heater, exterior green and cream, certified 1963, £1,550.

1953 BEDFORD Burlingham Seagull 35-seater with counter seat, smart green interior with radio and heaters, exterior cream and maroon, certified 1963, £1,385.

1951 CROSSLEY Yeates 39-seater, half-cab coach, autumn tint interior with heater, exterior grey and cream, recently recertified December, 1963, a cheap vehicle with large seating capacity, £685.

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1960 BEDFORD SB1 41-seater Burlingham 60, red moquette, blue and ivory exterior, Price £3,200.

1958 BEDFORD SB3 41-seater Burlingham 60, red moquette, red and ivory exterior, Price £3,200.

1958 BEDFORD SB3 41-seater Yeates Europa, red moquette, heater, duo green exterior, certificate of fitness 1965, Price £2,785.

1957 BEDFORD SB3 41-seater Plaxton, large number of extras including radio and heater, red moquette, certificate of fitness 1964, Price £2,100.

1956 BEDFORD petrol 41-seater Duple Super Vega, red moquette, radio and heater, recertified before delivery, Price £2,450.

1956 BEDFORD petrol 41-seater Plaxton, recertified before delivery, Price £2,350.

1956 BEDFORD petrol 41-seater Duple Super Vega, quarter roof lights, tubular racks, radio, green pattern moquette, recertified before delivery, Price £2,450.

1956 BEDFORD R6 diesel 41-seater Duple Super Vega, radio, heater, Formica side casings, red pattern moquette, excellent condition, recertified before delivery, Price £2,450.

1955 BEDFORD petrol 36-seater Duple Super Vega, autumn tint moquette, radio and heaters, choice of two superb vehicles, certificate of fitness 1965, Price £2,100.

1955 Duple Vega, 35-seater coach on 1948 Leyland PSl chassis, red patterned moquette, radio and heater, certificate of fitness 1963, Price £1,250.

1953 BEDFORD petrol 35-seater Burlingham Seagull, red moquette, heaters, certificate of fitness 1963, Price £1,350.

1953 BEDFORD petrol 35-seater Duple Vega, red patterned moquette, heaters, choice of two, certificate of fitness 1963, Price £1,350.

1952 BEDFORD petrol 35-seater Duple Vega, floral pattern moquette, Formica side casings, certificate of fitness 1962, Price £1,100.

1951 BEDFORD 33-seater Duple and Plaxton, certificate of fitness 1961, choice of four, Price £795.

1955 COMMER TS1 41-seater Duple, red moquette, radio and heaters, Eaton two-speed axle, certificate of fitness April 21, 1966, Price, £1,950.

1953 COMMER Avenger 31-seater Plaxton Consorti, radio, heaters, quarter roof lights, tubular racks, red moquette, certificate of fitness 1963, Price £1,125.

1954 YEATES Riviera 35-seater coach on 1951 Leyland PSl chassis, blue, blue pattern moquette, radio and heater, certificate of fitness 1964, Price £1,050.

1949 BEDFORD 29-seater Duple, floral pattern moquette, converted lush high-backed seats, certificate of fitness September 30, 1962, Price £250.

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1957 BEDFORD Duple 41-seater, quarter lights.

1956 COMMER TS3, fitted with 2-speed-axle, heaters, public address system, certificate of fitness 1966, choice of three.

1956 BEDFORD petrol 41-seater Duple, new certificate of fitness.

1955 BEDFORD Duple 36-seater, wireless and P.A. system, immaculate, certificate of fitness 1965.

1953 DAIMLER recline, 35-seater Bellhouse body, luxury seats, certificate of fitness 1965.

1953 A.E.C. Mk. IV, 41-seater Yeates body, wireless and public address system, certificate of fitness 1963.

1953 BEDFORD 36-seater Duple, very clean, certificate of fitness 1963.

1950 BEDFORD Vista, 25-seater, quarter lights, Formica sides, wireless, certificate of fitness October 1964.

1950 PS2 33-seater Burlingham, half-cab, certificate of fitness 1965, absolutely immaculate.

1948 A.E.C. double-deckers, low-bridge 33-seaters.

1948 Weymann body Bedford 35-seater, certificate of fitness 1962, choice of two.

1948 A.E.C. 33-seater Burlingham, certificate of fitness 1962, choice of two.

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BEDFORD SB3, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras.

BEDFORD SB3, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras, finished cream.

BEDFORD SB1, 300 cu. in. oil engine, Plaxton special C-type Embassy 41-seater, glass roof quarters, radio, Formica panels, other extras, finished cream.

BEDFORD SB1, 300 cu. in. oil engine, Duple 41-seater Super Vega, 2-speed axle fitted, glass roof quarters, heater, radio, many other extras, finished pink-grey.

BEDFORD SB1, 300 cu. in. oil engine, Harrington 41-seater Crusader, glass roof quarters, Formica panels, radio and other extras, finished cream and red.

BEDFORD SB1, 300 cu. in. oil engine, Plaxton 41-seater Embassy, glass roof quarters, Formica panels, radio and other extras fitted, finished cream and red.

BEDFORD SB1, 300 cu. in. oil engine, 2-speed axle fitted, Plaxton Embassy 41-seater, glass roof quarters, Formica panels and other extras, finished cream.

BEDFORD SB1, 300 cu. in. oil engine, 2-speed axle fitted, Plaxton Embassy 41-seater, Formica panels, radio, heater and other extras, finished cream.

BEDFORD SB1, 350 cu. in. oil engine, Harrington 41-seater Crusader, Formica panels, heaters, other extras, finished cream.

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BEDFORD SB3, petrol engine, Duple or Plaxton coachwork to instructions.
BEDFORD SB1, 300 cu. in. oil engine, 5-speed gearbox or 2-speed axle fitted, mounted with Duple, Plaxton, Harrington or Burlingham 41-seater coachwork, finished to instructions.

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A.E.C. Reliance, air brakes, Duple Britannia, front entrance, 41-seater, glass roof quarters, heaters, wind-up plastic panels, choice of two.

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LEYLAND Leopard chassis, fitted with Duple Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, two only.

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SPECIAL OFFER—CHOICE OF 40 BEDFORD
COACHES AT SPECIAL PRICES ON APPLICATION.

A SELECTION OF OUR STOCK AS UNDER—

BEDFORD.

1959 Petrol 41-seater Duple Super Vega, red moquette, heaters, finished grey-red, certificate of fitness 1962.

1959 Petrol 41-seater Duple Super Vega, finished metallic silver and blue, certificate of fitness 1962.

1958 Petrol 41-seater Duple Super Vega, red moquette, radio and heaters fitted, finished red-cream, certificate of fitness 1965. Choice of two.

1957 Petrol 41-seater Plaxton, Formica panels, radio and heaters, finished blue, certificate of fitness 1965.

1957 Petrol 41-seater Duple Super Vega, radio and heater, finished grey and blue, certificate of fitness 1964.

1957 Petrol 41-seater Burlingham, red moquette, finished cream and red, certificate of fitness 1964.

1956 Petrol 41-seater Burlingham, red moquette, finished cream and blue, certificate of fitness 1966.

CHOICE of several 1954-55 BEDFORD petrol and diesel chassis, fitted with 36-38-seater Duple and Plaxton coachwork, all with good certificates of fitness.

CHOICE of several 1951-2-3 BEDFORD 33-35-seater C Duple and Plaxton coaches, all in clean condition and with good certificates of fitness.

CHOICE of several 1947-50 BEDFORD 29-seater Duple C Vistas with certificates of fitness.

A.E.C.

1956 RELIANCE Duple Elizabethan central-entrance 41-seater, reconditioned engine fitted, finished grey and red, certificate of fitness May 1964.

1954 RELIANCE Duple 41-seater central-entrance, finished maroon and cream, certificate of fitness 1964.

1952 Mark IV, 41-seater, Yeates coachwork, red moquette, finished maroon and cream, certificate of fitness 1962.

1951 Mark III, 41-seater Heaver, glass roof quarters, green upholstery, finished green, central entrance, certificate of fitness 1961.

1949 1954, glass roof quarters, red moquette, finished blue, certificate of fitness 1962. Choice of two.

1948 Mark III, new Burlingham 37-seater full-front coachwork fitted, 1952, red moquette, finished blue, certificate of fitness 1962.

(Continued in next column)

Used Passenger Vehicles (contd.)

LEYLAND.

1952 Royal Tiger, air brakes, 39-seater Thurgood coachwork, finished blue-cream, certificate of fitness 1962.

CHOICE of several 1947-50 Duple half-cab 35-seaters, suitable for works contractors.

CHOICE OF SEVERAL DENNIS, FODEN, COMMERCIAL AVENGERS AND AUSTIN COACHES, ALL WITH CURRENT CERTIFICATES OF FITNESS.

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PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD SB1 diesel 41-seater Duple or Burlingham coaches.

NEW FORD Trader 41-seater Duple, Plaxton or Burlingham coaches.

NEW COMMERCIAL Avenger 41-seater Duple coach, one only.

ALL available with early delivery and finished to your instructions.

1960 FORD Trader diesel 41-seater Burlingham coaches, choice of three, £3,400.

1959 COMMERCIAL Avenger 41-seater Duple coaches, choice of two, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £3,400.

1959 BEDFORD petrol 41-seater Duple coach, blue and cream exterior, immaculate condition; £3,100.

1956 BEDFORD petrol 41-seater Burlingham coach, heaters, etc., certified 1966, £2,100.

1956 COMMERCIAL Avenger 41-seater Duple Beale coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.

1955 BEDFORD petrol 36-seater Burlingham coach, recertified 1965, very clean, £1,900.

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1953 BEDFORD petrol 35-seater Duple coach, glass roof quarters, heaters, etc., red and cream exterior, certified 1965, £1,350.

1953 BEDFORD petrol 35-seater Burlingham coaches, certified 1965, £1,300; choice of two.

1952 A.E.C. Mk. IV 41-seater Yeates coach, certified 1962, £1,400.

1950 DAIMLER CDV6 37-seater Wilkes and Mead coach, certified 1964, £600.

1947 LEYLAND PD1 54-seater low-bridge double-decker, repainted and recertified 1964, £500.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER
PETROL COACHES AT £150-£500, OR AVAILABLE

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FOR SHORT OR LONG PERIODS.

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1953 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness March, 1963.

1953 BEDFORD, Duple body, 35-seater, blue and cream interior, certificate of fitness March, 1962.

1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue, red interior, certificate of fitness April, 1962.

1951 LEYLAND Royal Tiger, Yeates body, 41-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.

1951 LEYLAND Royal Tiger, Duple body, 41-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.

1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.

1948 FODEN, 61W Gardner engine, Windover body 33-seater, fawn interior, certificate of fitness 1963.

Used Passenger Vehicles (contd.)

LES GLEAVE, LTD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDRACH, CHESHIRE.
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NEW 1961 Burlingham 41-seaters.

NEW 1961 Plaxton 41-seaters.

NEW 1961 Duple 41-seaters.

FINISHED TO YOUR OWN SPECIFICATIONS

1960 FORD Thames 41-seater Burlingham.

1960 Model BEDFORD 41-seater Duple, radio, heater

1959 Thames Plaxton 41-seater.

1959 BEDFORD Plaxton, quarter lights and many

1959 extras.

1959 BEDFORD Duple 41-seater.

1959 BEDFORD Yeates 41-seater.

1958 BEDFORD Plaxton.

1958 BEDFORD Plaxton, quarter lights and many

1958 extras.

1958 BEDFORD Duple 41-seater.

1958 BEDFORD Duple 37-seater.

1958 BEDFORD, Leyland Comet engine, 41-seater

1957 Duple.

1957 COMMERCIAL Plaxton 41-seater.

1956 COMMERCIAL Plaxton 41-seater.

1956 COMMERCIAL Plaxton 37-seater.

1955 COMMERCIAL Plaxton 41-seater, armrests and

1955 many extras.

1955 BEDFORD Burlingham 35-seater.

1954 LEYLAND Tiger Cub 41-seater.

1954 A.E.C. Duple Reliance 41-seater.

1953 BEDFORD Plaxton 35-seater.

1953 BEDFORD Duple 37-seater.

1952 BEDFORD Plaxton 33-seater.

1951 -52 BEDFORD Duple 33-seater, choice of three.

WE ARE NOW TAKING ORDERS AND FINISHING
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VARIOUS petrol and diesel coaches available for works
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200

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ACTUALLY IN STOCK AND READY FOR
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1956 BEDFORD Plaxton 41-seater super luxury
coach, this machine is definitely unmarked and
in new condition throughout and cannot be repeated.
£2,250.

1953 A.E.C. Mark IV underfloor engine 39- and
37-seater full luxury coaches, all in excellent
condition and ready for immediate service, £950 each.

1952 LEYLAND Royal Tiger 41-seater coach, all in
excellent condition and certified, £1,100 each.

PD2 LEYLAND high-bridge double-deckers, all fitted
Oslo engine, in first-class condition throughout
with good batteries, certified 1962, £395 each.

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certified, £450 each.

PD2 1950 high-bridge double-deckers, all-metal bodies
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1949 And 1948 A.E.C. 9.6 all-metal high-bridge
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1949 A.E.C. low-bridge double-decker, fitted with
A.E.C. 9.6 diesel engine, a very fine machine
ready for immediate work, certified 1962, £325.

1945 54-seater GUY low-bridge double-deckers, fitted
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1949 BRISTOL 32-seater coaches, powered by
Gardner 5LW diesel engines and 3-speed gear-
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A.E.C. 39-seater service buses, 8-ft. wide bodies,
7.7 diesels, cert. red 1962, £275 each.

LEYLAND high- and low-bridge double-deckers, 1949
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£225 each.

ALL the above vehicles carry our three months' guaran-
tee and are fitted with good serviceable or new
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Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

NEW 1961 BEDFORD diesel 41-seater Super Vega, with 5-speed box, red moquette, in primer, immediate delivery.

1959 BEDFORD petrol 41-seater, exterior blue-grey, certificate of fitness 1966.

1959 BEDFORD diesel 41-seater 7-ft. 6-in. Duple Super Vega, moquette red, exterior cream-red, of fitness 1966.

1959 BEDFORD petrol 41-seater Super Vega, exterior grey-blue.

1959 BEDFORD diesel 41-seater Duple Super Vega, exterior cream-brown, certificate of fitness to 1966.

1958 BEDFORD diesel 41-seater Super Vega, exterior ivory.

1957 BEDFORD petrol 41-seater, exterior grey-blue, certificate of fitness March, 1964.

1957 BEDFORD petrol 41-seater Plaxton, exterior blue-black, certificate of fitness to April, 1964.

1955 COMMER TS3 36-seater Duple, full front, exterior red-maroon, certificate of fitness May, 1965.

1955 BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

1955 BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.

1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, choice of two.

1954 BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.

1954 BEDFORD petrol 38-seater Super Vega, exterior cream-brown, certificate of fitness 1964.

1954 BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.

1953 BEDFORD 35-seater diesel Duple Super Vega, exterior cream-red, certificate of fitness July, 1963.

1952 BEDFORD petrol 37-seater Gurney Nuttins, exterior maroon-cream, certificate to January, 1962.

1952 BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.

1952 DENNIS Falcon 35-seater Duple, exterior blue-cream, certificate of fitness 1962.

1951 FODEN, 6LW, 37-seater, Metalcraft body, exterior green, certificate of fitness 1961.

1951 MAUDSLAY, A.E.C. oil engine, 33-seater, Bellhouse-Hartwell, certificate of fitness August, 1961.

1951 BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.

1951 BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness June, 1961.

1950 COMMER 33-seater, exterior blue-maroon, certificate to May, 1963.

1948 DENNIS 33-seater Churchill body, exterior cream-blue, certificate of fitness 1963.

1948 AUSTIN 31-seater, exterior green.

1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

EXPORT inquiries invited.

904-537

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION,
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Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
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WE CAN OFFER DELIVERY OF THE FOLLOWING
NEW VEHICLES.
PAINTED TO INSTRUCTIONS:

NEW BEDFORD SBI diesel, 5-speed gearbox, Duple body, red interior, painted to colours, 3-4 weeks' delivery, list price.

NEW BEDFORD SBI diesel, fitted 2-speed axle, Plaxton C-type body, heaters, Formica sides, glass roof quarters, red interior, for immediate delivery, list price.

1960 BEDFORD SBI diesel, Duple body, glass roof quarters, heaters, radio, low mileage, one owner, certificate of fitness 1967, £1,600.

1959 BEDFORD petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two, immaculate vehicles, £1,250.

1959 COMMER TS3 Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink-grey exterior, certificate of fitness 1966, £3,750.

1959 BEDFORD PSV 11-seaters, green-cream exterior, certificate of fitness 1966, choice of three, from £550.

1958 BEDFORD Vegas, 37-41-seaters, red interior, green exterior, choice of two, very clean, certificate of fitness 1965, £2,850.

1957 December, BEDFORD Leyland Comet-engined Duple 41-seaters, Formica sides, autumn tint interior, certificate of fitness 1964, £3,000.

1954 BEDFORD Plaxton 38-seater, red interior, recently retrimmed, green-cream exterior, very clean, certificate of fitness 1964, £1,950.

1953 BEDFORD Yeates 35-seater body, red interior, cream-red exterior, certificate of fitness 1963, £1,475.

1952 BEDFORD Plaxton 33-seater, autumn interior, certificate of fitness 1962, £975.

1952 DENNIS J3 Strachan 37-seater full-fronted body, one owner, £650.

1951 DENNIS Falcon 33-seater Strachan body, certificate of fitness 1963, £550.

1951 2 BEDFORD Vegas, 33-35-seaters, choice of several, £1,050.

1947 8 DAIMLER Plaxton and Duple bodies, 35-seaters, clean machines, from £195.

1946 BEDFORD OB chassis, fitted 29-seater Harrington body, high-backed seating, fitted heater, one owner only, used on coastal work, certificate of fitness 1961, £175.

WE usually carry a stock of cheap vehicles suitable for shops and carrying workmen, etc.

AS Plaxton authorized repairers for the south we offer a good repair service; also painting and trimming; crash jobs our speciality.

WE can usually arrange to hire you a coach while yours is off the road.

B52

Used Passenger Vehicles (contd.)

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SERVICE BUSES.
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COACHES.
FULL POINTED.

30 FT. x 8 FT.

A.E.C. RELIANCE

FIRST REGISTERED 1955.

POWERED UNDERFLOOR 7.7-LITRE DIESEL ENGINE.

TRIPLE SERVO BRAKES,
DUPEL ELIZABETHAN BODY,
39-SEATS, FULL LUXURY.

FITTED WITH GLASS ROOF QUARTER DOMES,
HEATER AND PUBLIC ADDRESS SYSTEM,
CENTRE SLIDING ENTRANCE DOOR,
VERY LARGE REAR LUGGAGE LOCKER,
ENGINE AND CHASSIS OVERHAULED SPRING 1960,
CERTIFICATES OF FITNESS EXPIRE 1965.
CHOICE OF FOUR—TWO OF THESE ARE
AVAILABLE IMMEDIATELY.

1951 Royal Tiger, 9.8 underfloor engine, air brakes, Duple Ambassador coachwork, 37 large super luxury coach seats, retrimmed two years ago in grey, and black nylon upholstery, with light grey head rests and facings, very attractive vehicles, with beautiful appointed interior, ideal for long distance travel, extra seat can be fitted to increase seating capacity to 39 passengers. Choice of two.

1952 DAIMLER Freeline, powered Daimler under-floor engine, 43 full luxury seats, trimmed in autumn tint with brown leather facings.

DOUBLE-DECK
HIGHBRIDGE

1948 A.E.C. Mk. III, 9.6-litre engines, M.C.W. coachwork, all metal construction, 56-seats, choice of five, certificate of fitness December, 1961, to May, 1962, prices from £325 each.

1943 44 GUY Arabs, powered 5LW engines, bodies by Weymann, 56-seats, certificate December, 1961, and February, 1962, respectively, choice of two, £225 each.

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INGS ROAD, WAKEFIELD.

NEW 1961 BEDFORD SBI diesel 41-seater Plaxton Embassy, three available, certified 1968.

NEW 1961 FORD Trader, diesel, 41-seater Plaxton Embassy, three available, certified 1968.

NEW 1961 BEDFORD SBI, diesel (3-speed axle), 41-seater Harrington Crusader, one available.

NEW BEDFORD SBI, diesel, 41-seater Burlingham Seagull 60, heater, radio, certified 1968.

1960 59 BEDFORD SBI, diesel, 41-seater Duple Super Vega, heater, radio, choice three.

1959 A.E.C. Reliance, 7.75-litre, 41-seater Duple Britannia, heater, radio, certified 1966.

1959 BEDFORD SBI, petrol, 41-seater Duple Super Vega, heater, radio, certified 1966.

1958 BEDFORD SBI, diesel, 41-seater Plaxton, heater, cream-red, certified 1963.

1958 7 BEDFORD SBI, petrol, 41-seater Duple Super Vega, heaters, choice four.

1958 56 COMMER TS3 (Rootes diesel) 41-seater Duple Super Vega coaches, choice seven.

1957 COMMER TS3 (Rootes diesel) 41-seater Beadle Rochester luxury coach, heater fitted.

1956 BEDFORD SBI petrol 41-seater Yeates Riviera, Triplex lights, immaculate.

1955 A.E.C. Reliance, 7.75-litre, 41-seater Roe Dalesman luxury coach, choice two, heaters fitted.

1955 COMMER TS3 diesel, 39-seater Thurgood, certified 1965, heater, luxury seating.

1954 A.E.C. Reliance, 7.75 41-seater Burlingham Seagull, heater, radio, choice two.

1954 53 BEDFORD SB, petrol, 36-33-seater Burlingham Seagull, certified 1965-62, choice two.

1953 51 BEDFORD SB (petrol) 33- to 38-seater Duple Vega, Plaxton Envoy, Yeates Riviera and Gurney Nuttins; choice several, all certified.

1952 KARRIER-COMMER 14-seater Reading luxury coach, exceptionally clean.

1951 LEYLAND Royal Tiger 43-seater Metalcraft, heater, certified 1965, luxury seats.

1951 A.E.C. Regal Mark IV 39-seater Windover, being recertified.

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40 DAIMLER double-decker buses, 5-cylinder Gardner engines, 2-year certificates at fitness, ready for immediate service, £250 each.

DAIMLER 1950 single-deck buses, 6-cylinder Gardner engines, Willbrook bodies, in excellent condition throughout, £275 each. Choice of three.

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LEYLAND low-bridge buses, 2-year certificates at fitness, ready for service, immaculate condition.

Used Passenger Vehicles (contd.)

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AND ON SATURDAY AFTERNOONS 4005.

NEW and unregistered 1961 BEDFORD 41-seater Super Vega, 300-cu.-in. diesel engine, 2-speed axle, quarter lights, tubular mesh racks, Formica to waist, heaters, radio speech amplification extra spot light, wheel discs, exterior red and fawn, interior red moquette with red relief.

USED—

1959 BEDFORD petrol 41-seater Duple Super Vega, quarter lights, tubular mesh racks, heater, wheel discs, exterior red and grey, interior red moquette with fawn relief. Certificate of fitness 1964.

1959 BEDFORD petrol 41-seater Duple Super Vega, radio, heaters, bonnets, covers, wheel discs, extra spot, certificate of fitness 1966. Choice of several.

1954 BEDFORD petrol 35-seater Burlingham, certificate of fitness 1964.

1951 BEDFORD 33-seater Super Vega, 7 ft. 6 in. x 27 ft. 6 in., tubular racks, Formica to waist, interior trim autumn tint, certificate of fitness 1964.

1953 A.E.C. Mk. IV 39-seater Burlingham, immaculate, certificate of fitness 1963.

1951 PSI, LEYLAND full-front 33-seater, recertified, certificate of fitness 1965.

1951 TILLING-STEVENS, 6LW, full-front 33-seater, three lift-up vents, certificate of fitness 1964.

1950 FODEN 6LW, full-front 33-seater, certificate of fitness 1965.

1950 FODEN TS full-front 33-seater, new engine, certificate of fitness 1964.

A.E.C. RELIANCE chassis also available.

HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT—

REDBROOK ROAD,
MONMOUTH.

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FOR IMMEDIATE DELIVERY.

THAMES BURLINGHAM

41-SEATER, FINISHED CREAM, RED MOQUETTE.
ALSO FOLLOWING SELECTION OF GOOD USED VEHICLES.

1960 Thames Plaxton 41-seater, radio, heater, discs, 27,000 miles, £3,550.

1960 BEDFORD Duple 41-seaters, heaters, wheel discs, grey-red, green-cream exterior, choice of two, 24,000 miles and 28,000 miles, £3,450 each.

1959 Thames Burlingham 41-seater, radio, heater, speech amplification, maroon-cream exterior, 37,000 miles, £2,900.

1957 COMMER TS3 Duple 41-seater, very clean, radio, heaters, choice of three.

1956 BEDFORD 41-seater Duple, radio, heater, speech amplification, red moquette, grey-grey exterior, £2,150.

1955 BEDFORD 38-seater Duple, radio, heaters, discs, choice of two, certificate of fitness 1965, £1,850.

1952 53 BEDFORD 33-36-seater, certificates of fitness, choice of six, £850-£1,500.

ALSO selection of four PS2 LEYLANDS, certificates of fitness 1964-65, Burlingham and Duple bodies.

THIS week's bargains—

1957 ATKINSON Britannia 41-seater, very clean, Gardner engines.

1958 LEYLAND Cubs, front entrance, driver-operated doors; choice of two.

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14 SEATER Commers, luxury seats, certificate 1964 £540; 1956 Bedford 41-seater, certificate 1966, £2,175; 1952 Bedford 37-seater, certificate 1962, in exceptional condition, £1,200; 1950 Dennis 35-seater, certificate 1963; Full-front Duple, very good condition, £595; 1950 Albion 31-seater, certificate 1965; Full-front Duple, very good condition, £475; 1947 Vista 29-seater, certificate 1963, £175; 1947 Vista 29-seater, no certificate, £70.

H. SHAW Market Deeping 2224

906-9931

THE MILLBURN ORGANIZATION FOR IMMEDIATE DELIVERY.

1959 BEDFORD Yeates 41-seater saloon de luxe certificate of fitness 1966.

1958 BEDFORD diesel 29-seater Duple luxury coach, certificate of fitness 1965.

1958 COMMER TS3 Duple 41-seater luxury coach, certificate of fitness 1965.

1958 BEDFORD Plaxton de luxe 41-seater, certificate of fitness 1965.

1955 ATKINSON, Gardner 5-cylinder underfloor unit, Burlingham 41-seater coachwork, certificate of fitness 1965.

1955 BEDFORD Perkins R6 Duple 36-seater luxury saloon, certificate of fitness 1965.

1950 ALBION 6-cylinder diesel with overdrive, Duple 33-seater de luxe, engine overhauled October, 1960, at cost of £400, certificate of fitness 1964.

1950 LEYLAND PS2 Burlingham full-front 33-seater.

WE have recently purchased over 100 LEYLAND single- and double-deck buses and coaches, 31-, 33-, 35-, 53-, and 56-seaters. Good certificates on majority of above.

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WALMER BRIDGE,

LONGTON, PRESTON.

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COVENTRY.
PHONE. DAV. COVENTRY 53732
NIGHT, COVENTRY 68503.

NEW 1961 FORD DUPLES AVAILABLE FOR
IMMEDIATE DELIVERY.

- 1959 41-seater BEDFORD Duple, choice of two
- 1958 41-seater COMMERCIAL TS3 Duple.
- 1957 37-seater BEDFORD Burlingham.
- 1955 36-seater BEDFORD Burlingham.
- 1953 35-seater BEDFORD Burlingham.
- 1951 33-seater BEDFORD Duple.
- 1951 41-seater LEYLAND Royal Tiger, Plaxton
- 1951 37-seater A.E.C. Burlingham.

MANY other second-hand coaches of various types to
choose from.
PART-EXCHANGES and guaranteed H.P. facilities.
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ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD Duple Vega 41-seaters.

NEW A.E.C. Reliance Duple Britannia 41-seaters.

- 1954 BEDFORD Yeates Riviera 36-seater, fitted
quarrier lights, tubular racks, radio, heaters,
£1,650.
- 1954 BEDFORD Yeates Riviera 33-seater, excellent
condition, certified 1964, £1,550.
- 1953 LEYLAND Royal Tiger Harrington 41-seater,
excellent condition, certified 1963, £1,850.
- 1953 BEDFORD Plaxton Ventura 36-seater, lift-up
vent's radio and heaters, certified late 1962,
£1,475.
- 1951 LEYLAND Royal Tiger Burlingham Scagull
39-seater, radio and heaters, £1,200.
- 1950 BEDFORD Duple Vista 29-seater, £525.

ALL in excellent condition.

PART-EXCHANGE. HIRE-PURCHASE.

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DERBY ROAD, LOUGHBOROUGH.

THE COMPLETE SERVICE TO COACH OPERATORS

QUALITY AND WORKS TESTED!

NOW is the time to see the complete range of top
quality luxury coaches offered by Yeates.
EVERY type of used coach now in stock, including
Bedford 29-41-seaters, petrol and diesel; A.E.C.
Reliance, Commer TS3, and all types of petrol and
diesel full-front and half-cab coaches.
FOR immediate attention contact us by letter or phone.
Visit us any time, any day.

NEW COACHES—IMMEDIATE DELIVERY.

WE offer immediate delivery—new Bedford Duple,
Bedford Burlingham and Ford Duple coaches, and
will be pleased to quote best possible deliveries of all
other types.

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SOUTHERN LIGHT COACH CENTRE

(JOHN'S CROSS GARAGE, LTD.).
ROBERTSBURGH 222-223. SUSSEX.

NEW Thames-Burlingham for early delivery. See and
try our demonstrator.

NEW TROJAN luxury coaches for early delivery, fitted
diesel engines, 40 plus m.p.h., two heaters, weather
shields lift-up roof vent, choice of upholstery colours
and interior, ex works, £1,475.

1955 BEDFORD Plaxton 36-seater, fitted radio,
heater, certificate of fitness 1965, new, £2,225.

LATE 1959 BEDFORD 11-seater P.S.V., heater, certi-
ficate of fitness 1966, as new, £595.

1959 TROJAN rural bus, green interior, heater,
18,000 miles only, certificate of fitness 1966,
£550.

1957 BEDFORD Duple 41-seater, average condition,
£2,200.

1950 A.E.C., one owner, tin-top condition, certificate
of fitness 1965, £1,050.

1957 MORRIS Minibus, full P.S.V. specifications,
£445.

1959 BEDFORD Duple 41-seater, 35,000 miles, certi-
ficate of fitness to 1966, fitted radio, public
address system, immaculate, used seasonal only, £3,150.

1953 BEDFORD Plaxton 36-seater, fitted new engine
17,000 miles ago, a very clean vehicle with
wine coloured interior and upholstery, exterior finished
in red and cream, radio and heater fitted, certificate of
fitness 1963, £1,750.

1951 2 BEDFORD Duple, 33-seater, excellent condition,
choice of two, £950.

1948 4 BEDFORD Duple 29-seaters, choice of three,
all with good certificates of fitness, from £225.

TRY us for our part-exchange allowance, on small or
large P.S.V.s. 904-222

Used Passenger Vehicles (contd.)

LAMBERTS OF KINGSTON, LTD.

MAIN FORD DISTRIBUTORS.

1960 Thames diesel 41-seater Burlingham luxury
coach, certificate of fitness 1967, low mileage,
excellent order throughout, red interior, ivory exterior,
specimen coach, £1,475.

1959 583 BEDFORD Duple, 41 seats, new
round, choice of four, £3,150 each.

1958 581 BEDFORD Duple 41-seater, good clean
vehicle, all round, £2,850.

1957 583 BEDFORD Duple, 41-seater, red-cream
exterior, red-tawn interior heaters and wheel
trims, etc., £2,650.

1954 BEDFORD Duple, fitted Bedford diesel 300
engine, very clean vehicle, 38 seats, heaters,
good tyres, red-cream exterior, fawn interior, good
certificate of fitness.

1953 BEDFORD Burlingham 35-seater, maroon and
orange exterior, fawn interior, certificate of
fitness 1963, £1,250.

1949 COMMERCIAL Commando 29-seater, Tiverton
body, useful vehicle in good condition, offers
now or phone for particulars of our special
no part-exchange offer and price list of above
vehicles. Limited period only.

140 LONDON RD., Kingston-upon-Thames, Surrey
after hours. 904-102

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

COMMERCIAL TS3 41-seater Duple, finished to instructions,
early delivery.

A.E.C. Reliance 41-seater Duple, finished to
instructions, early delivery.

COMMERCIAL 12-seater P.S.V., three to four weeks'
delivery.

1960 FORD Thames Burlingham 41-seater, red
interior, painted blue and cream, small mileage.

1960 A.E.C. Reliance 41-seater Duple Britannia as
new, certificate of fitness 1967.

1956 COMMERCIAL Beagle 41-seater, red upholstery,
central entrance, good tyres, very clean, certi-
ficate of fitness 1961.

1951 A.E.C. Mk. IV 41-seater Burlingham Scagull
body heaters, red interior, also 39-seaters, blue
interior, certificate of fitness 1961.

ALSO a number of BEDFORD Vistas, suitable for
travelling shops.

38 UNBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081. 904-434

1953 BEDFORD 37-seater Duple, 8-ft., fitted with
heater, radio and speech amplification, certificate
of fitness May, 1963, new engine fitted 1960, very nice
condition, maroon exterior.

1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter
lights fitted, heater, radio and speech amplifica-
tion, certificate of fitness April, 1962, new engine fitted
late 1960, very nice throughout, maroon exterior.

1954 BEDFORD 38-seater Duple, 8 ft., heater, radio
and speech amplification, certificate of fitness
until 1963, new engine, new wheels, disc, all-round
shock absorbers fitted June, 1960, in good all-round
condition, exterior blue-grey.

1954 BEDFORD Duple 36-seater, Perkins R6,
maroon-cream, very nice condition, Perkins
sides, certificate of fitness 1964.

1954 BEDFORD 36-seater Duple, first-class condition,
certificate of fitness 1964, red and cream.

1961 Thames Duple 41-seater, Eaton 2-speed axle,
radio and speech amplification, quarter lights
markers, mud flaps, choice of three, ex-demonstration
models, low mileage.

1959 Thames Burlingham 41-seater, very nice con-
dition, well maintained, one only.

1961 Thames Duple 41-seaters to your own speci-
fications, for delivery whilst stocks last. List
prices.

1961 Thames Duple, K-type moulding, quarter lights,
for immediate delivery, painted to your colours,
two only, list prices.

WANTED 1960 BEDFORD SP3.

DISPATCH MOTORS, 256 Borough High St., S.E.1
Waterloo 5991. 904-474

V. COLEMAN,

166 MAIN ROAD,

SUNDRIDGE, KENT.

Breasted 291.

1958 A.E.C. 43-seater Duple, front entrance, radio
and heaters, glass roof quarters, many extras,
one owner, as new, certificate of fitness 1966.

1951 June, A.E.C. 41-seater Mark IV Heaver glass
roof quarters, certificate of fitness 1966.

1956 BEDFORD 41-seater Duple, excellent condition
2-speed axle, one owner.

1955 BEDFORD 36-seater Duple, one owner,
choice of three, current certificate of fitness.

1953 BEDFORD 38-seater Yeates Riviera; this coach
is 100% all round, certificate of fitness 1963.

1951 July, BEDFORD 33-seater Duple, radio and
heater; this vehicle has had only one owner
and is undoubtedly the cleanest of its kind, new certi-
ficate of fitness for five years to March, 1966.

904-388

STANLEY HUGHES AND CO., LTD.

LODGE GARAGE,

WHITEHALL ROAD WEST,

GOMERSAL, NEAR LEEDS.

106 NEW AND SECOND-HAND COACHES FOR
IMMEDIATE DELIVERY.

Phone, Bradford 68144-9.

NIGHT PHONE: CLECKHEATON 2461-2.

MIRFIELD 2370.

WALES: R. COWDELL, NEWPORT 59866.

904-34

Used Passenger Vehicles (contd.)

W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS.

STATION BRIDGE, WEALDSTONE,

MIDDLESEX.

1954 December, COMMERCIAL TS3 Plaxton 41-seater,
Eaton 2-speed, certificate of fitness 1964.

1950 BEDFORD OB Duple Vista 29-seater, certi-
ficate of fitness October, 1962.

1949 COMMERCIAL Avenger, Plaxton 33-seater, certi-
ficate of fitness 1963.

1949 BEDFORD OB, Thurgood 29-seater, uncertified,
10-year certificate, suitable for workmen or
mobile shop.

1948 DENNIS Lancel, Yeates 35-seater, certificate of
fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE, HARROW 1031. 904-128

TRANSPORT (PASSENGER EQUIPMENT), LTD.

1948 A.E.C. 35-seater service saloons fitted 7.7
diesel engines, excellent mechanical order and
general condition.

1948 DENNIS Lancel 32-34-seater service saloons,
low mileage, fitted 5LW Gardner engines, first-
class vehicles.

1949 DENNIS Lancel 32-34-seater service saloons,
excellent condition, fitted 5LW Gardner
engines, certificate of fitness November, 1964.

LEYLAND and Guy double-decked buses, choice of 50
L certificates of fitness from 1961 to 1963, prices from
£175 each.

OAK HOUSE,

BRUNSWICK STREET,

MACCLESFIELD.

Phone 4433. 904-253

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES

NOW IN STOCK.

1959 BEDFORD 41-seater Burlingham, blue interior,
cream-blue exterior, fitted heater; this machine
is absolutely unmarked.

1958 BEDFORD 41-seater Duple Super Vega, red
interior, red and grey exterior, radio and heater.
very clean.

1955 COMMERCIAL 41-seater Plaxton, fitted radio and
heater; Eaton 2-speed axle, red interior blue-
grey exterior.

1954 BEDFORD 36-seater Burlingham, green interior
green exterior, fitted heaters.

1958 BEDFORD petrol 41-seater Duple Super Vega,
blue interior, cream exterior, nominal mileage,
choice of four.

1950 COMMERCIAL Avenger 33-seater, Plaxton coach-
work, in very good order, autumn list interior,
cream and black exterior, certificate of fitness 1963, choice
of two. 904-502

1960 FORD Thames 41-seater Burlingham.

1956 BEDFORD Duple 41-seater, cream and brown
heater, certificate of fitness 1965.

1956 COMMERCIAL TS3 Duple 37-seater, 2-speed axle,
heater, cream and maroon, being recertified.

1952 BEDFORD Duple 35-seater, Courier seats,
radio, heater, certificate of fitness 1962.

1951 Duple Vega 33-seater, cream and red, radio,
heater, full-luxury seats.

1949 SEDDON, fitted new seats and tyres, Perkins
engine, certificate of fitness 1963.

A. G. JULIAN BRIGHTON GARAGE, Brighton,
in used coaches. 904-227

EIGHT 1959 41-seater Duple BEDFORD coaches.
ONE 1961 A.E.C. 41-seater Duple Britannia, fitted
radio, heaters and quarter lights as new. Apply
Mulhail Garage, Salisbury. By Motherwell. 907-9926

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

1959 BEDFORD Plaxton 41-seater, 300 diesel, certi-
ficate of fitness 1966.

1957 BEDFORD Duple Super Vega 41-seater, petrol,
choice of three, certificate of fitness 1964.

1956 BEDFORD Duple Super Vega 41-seater, petrol,
recertified.

1952 BEDFORD Duple Vega 33-seater, certificate of
fitness 1962.

1952 BEDFORD 37-seater Gurney Nutting, recon-
ditioned engine, certificate of fitness 1963.

1951 A.E.C. Mk. IV 39-seater Burlingham Scagull
body, radio, heaters, certificate of fitness 1961.

SILVER LINE MOTORS,

MOORLANDS,

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494. 904-528

853

Used Passenger Vehicles (contd.)

KINGSLAND AND SONS (CAMBERWELL), LTD.

- 1952** A.E.C., 9.6 engine, 41-seater Burlingham.
1952 CROSLEY, 37-seater Strachan body, certificate of fitness 1962, £600 o.n.o.
1949 BEDFORD, 29-seater body by Duplex.
1947 GUY, 35-seater full-front body by Plaxton, rebodied in 1952.
41-SEATER Thames body by Plaxton, available for immediate delivery.

246 BROMLEY ROAD.

CATFORD, S.E.6.
Hither Green 4881. 904-159

- 1959** BEDFORD Super Vega, 41 seater, Duplex, petrol, certificate of fitness 1966.
1955 BEDFORD Vega, 36 seater, Plaxton, certificate of fitness 1965.
1954 ALBION full front, 33 seater, Duplex, diesel, certificate of fitness 1964.
1951 ALBION full front 31-seater Duplex, diesel, certificate of fitness 1964.
1951 ALBION full front, 31 seater, fitted with Perkins P6, certificate of fitness 1962.
PART-EXCHANGES, hire-purchase.

BLUE BAND MOTORS, Bridge Street Garage, Lockerbie 345 904-353

- 1952** BEDFORD Duplex, 33 seats and courier, glass roof quarters, radio and heater, 1975.
1949 Half cab, 33 seats, certificate of fitness 1963, sliding roofs and heater, £225.
WOULD take car in part-exchange.

WESLEY'S BLUEBELL GARAGE, Stoke Goldington, Newport Pagnell, Bucks. Stoke Goldington 226. 904-226

PEARL GARAGES, LTD.

- A.E.C.** 9.6 33-seater half-cab, 1949, certificate of fitness to 1963, £250.
A.E.C. 9.6 33-seater, full-fronted, 1950, certificate of fitness to 1963.
DENNIS Lancet 35-seater half-cab, 1947, certificate of fitness to 1964, £365.
DENNIS Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.
BEDFORD Vega 29-seater, 1949, certificate of fitness October, 1962.
A LL ready to drive away.

37 SOUTH EALING RD., London, W.5. Ealing 9046. 904-444

- 1953** BEDFORD Burlingham 35-seater plus courier, maroon and red, heater, certified 1963, £1,150.

1951 A.E.C. Mark IV Burlingham 37-seater, maroon and red, heater, reclining seats, certified July, 1961, £1,150.

- 1950** A.E.C. 9.6 Duplex 35-seater, maroon and red, heater, certified 1962, £450.

1950 LEYLAND PS2, Whitson full-front, 33-seater, blue, heater, certified 1964, £500.

ROYAL BLUE COACHES Pichey, near Kettering, Northants. Phone, Broughton 244. 904-3458

- 1961** Brand-new BEDFORD, diesel, Duplex 41, immediate delivery.

1950 LEYLAND PS1 Burlingham full-front 35-seater, £650.

- 1949** BEDFORD 29-seater Duplex Vista, high-back seats, certificate of fitness three years, £345.

29 Brand-new Duplex seats for sale, £215.

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night. 904-486

Used Passenger Vehicles (contd.)

T HURGOODS OF WARE.

- 1959** BEDFORD Super Vegas (41), petrol, 7 ft. 6 in. and 8 ft. wide, green and grey, red upholstery, seasonal use, many extras, £2,975. Choice of two.

1958 BEDFORD Super Vega (41), petrol, similar to above, £2,850.

- 1953** BEDFORD Vega (35), exterior light blue, good tyres and engine, just been certified to 12.9.65, £1,250.

1951 BEDFORD Vega (35), exterior red and cream, blue trim, £1,125.

- 1951** BEDFORD 20-21-seater coach, in nice order, exterior green, uncertified for private use, £390.

1950 BEDFORD Vista, exterior green, £475.

- L EYLAND PSI Duplex (35), reconditioned and repainted, certified £575.**

1949 8-7 Vistas, choice of six from £175.

P HONE, Ware 2383; nights 2896. 904-282

MILLER BROS. (STAPLEFORD), LTD., Stapleford, Cambs.

- 1956** BEDFORD Spurling 14-seater, certificate of fitness 1965, blue grey, £575.

1956 BEDFORD Spurling 14-seater, being recertified, £625.

- 1959** AUSTIN Kenex 11-seater, blue grey, 26,000 miles, vehicle as new, many extras, roof-lights, etc., certificate of fitness 1967, £650.

H.P. Terms. Phone, Shelford 3021. 904-83282

Unclassified Wanted

OILER coaches, 33-seaters, for contracts, 1948-50, £250-£350, must be good runners with certificate of fitness. Severn Valley Motors, Avonmouth. Phone 2646. 904-403

NEW PASSENGER VEHICLES

BEDFORD

COACHES AND COMPONENTS, LTD.,

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1961 BEDFORD 29- to 41-seater-capacity luxury coaches, fitted with petrol or diesel engines.
PART-EXCHANGES and **H.P.** terms arranged to your satisfaction. 904-0778

ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

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HIGH ROAD, PONDERS END, ENFIELD, MIDDXX. Howard 1266.

OFFER FROM STOCK NEW BEDFORD PETROL OR DIESEL CHASSIS, DUPLX, BURLINGHAM, PLAXTON AND HARRINGTON COACHWORK, IN PRIMER. FOR IMMEDIATE DELIVERY.

ARLINGTON MOTOR CO., LTD. 904-283

FORD THAMES

NEW Thames coaches, immediate delivery. Phone, Dapatch Motors, Wat 4959. Order today and benefit tomorrow. 904-562

New Passenger Vehicles (contd.)

ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

OFFER delivery from stock of new THAMES Duplex 41-seater, red interior, heaters, etc., exterior to customer's choice. Top part-exchange allowance. Knight-thorpe Rd., Loughborough. Phone 4777; after office hours, 5339. 904-396

L AMBERTS OF KINGSTON, LTD.

MAIN FORD DISTRIBUTORS.

1961 THAMES Duplex, two only in stock, part-exchanges and H.P. terms to your satisfaction. A full 24-hour service is available to all Thames operators.

140A LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines), Molesey 6949 after 7 p.m. 904-301

MILLBURN.

THE PASSENGER-VEHICLE SPECIALISTS.

TO COACH OPERATORS.

GIVE YOUR PASSENGER FIRST-CLASS TRAVEL AND COMFORT IN A NEW FORD THAMES 6D 41-SEATER DUPLX SUPER DE LUXE COACH, ALI FITTED WITH 2-SPEED AXLES. NEW-TYPE BRAKING.

WRITE, PHONE OR CALL

AT

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GLASGOW, BELL 0073.

LONDON, LANCs, 3255-6.

CARLISLE 25422.

DEMONSTRATIONS AT ANY TIME OR PLACE. DELIVERY IMMEDIATE AND EARLY SPRING

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WALMER BRIDGE, LONGTON,

PRESTON, LANCs. 904-78

A. SPRINGALL, LTD.

IMMEDIATE delivery of new THAMES with Duplex, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.
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KARRIER Plaxton 14-seater luxury coach, diesel engine. Phone, Hither Green 4881. 904-160

TROJAN

WILLIAMS MOTOR CO. (MANCHESTER), LTD. Immediate delivery of the TROJAN 13-seater bus and coach from stock.
EARLY delivery of Yeates converted TROJAN 13-seater coach, limited number only.
TRAFFORD ST., Deansgate, Manchester, 3. Phone, Dea 8781. 904-18

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EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fire 7722. 904-741

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

4 X 4 lime spreader, P6, 10.50 x 20 twins, together with elevator loader, Southern England. Bristol 78759 or 30 Conway Rd., Bristol, 4. 905-83442

AMBULANCES

AMBULANCES, new and used, diesel and petrol, A Denis, Commer, Morris, Austin and Bedford. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 904-49

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 222-882

SCAMMELL flat 15-ft. trailers, 5-ton capacity, from £65.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 909-9914

1954 7-ton tractor diesel and semi-low-loader trailer, 15-ft. well, very clean, good tyres, 30,000 miles on present engine, £675. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2633, Notts. 904-138

1958 November, BEDFORD 300 diesel S-type tractor unit, Scammell automatic coupling, very clean vehicle, £385.

1957 November, BEDFORD D-type normal-control, 300 diesel, Scammell coupling, very clean vehicle, £375. Phone, Cop 4777 or 4713. 904-437

B54

Miscellaneous Vehicles (contd.)

CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

NEW SCAMMELL Scarab 3- and 6-ton, petrol or diesel, early delivery.

NEW SCAMMELL 8-ton 23-ft. sided trailers, immediate delivery.

SCAMMELL 12-ton 25-ft. sided trailer.

USED 3- and 6-ton SCAMMELL units.

REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 904-314

1946 SCAMMELL tractor fitted with new B.T.C. coupling and twin air line brakes. Walker Bros., Middleton Rd., Heysham, Lancs. Heysham 743. 904-272

SEPTEMBER, 1957, COMMER TS3 with Hands 12-ton 28-ft. trailer, 8.25 x 20 14-ply tyres, nice condition, £900. R. Justice, Winter Close, Underwood, Notts. Phone, Langley Mill 3182. 904-484

BEDFORD-SCAMMELL, Perkins diesel low-loader in very good order, new tyres and recent engine, £325. Pearl Street Garage, 17 Pearl St., Sheffield 29139 and 37529. 904-492

FOR sale, one 1958 Thames Trader 526E62 articulated unit and 10-ton capacity Scammell steel-bodied tipping trailer, Edbro twin-tan double-lift tipping gear, B.T.C. fifth-wheel coupling with vertical lift for gear. Hydrovac brakes, excellent condition; would sell as unit or separately. Box CM0414, care of "The Commercial Motor." 905-9941

Miscellaneous Vehicles (contd.)

NEW SCAMMELL Scarabs, favourable delivery.

NEW BEDFORD tractors available immediately.

NEW SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.

1957 BEDFORD-SCAMMELL 10-ton tractor, 350-cu.-in. engine, very clean.

E. J. BAKER AND CO. (DORKING), LTD.

DORKING 3822. 904-357

FOR sale, one 1958 Thames Trader 526E6D articulated unit and 10-ton capacity drop-side tanker trailer, size of trailer 24 ft. by 7 ft., height of sideboards 2 ft. 3 in., width 3 in., extension sides available; fifth-wheel coupling and vertical lift gear. Trailer fitted for air brakes, excellent condition, would sell as unit or separately. Box CM0413, care of "The Commercial Motor." 905-9940

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 904-288

AUSTIN, 1959, 7-ton 120-in. wheelbase, diesel tractor, 4 fifth-wheel coupling, complete with 2-speed axle, 29,000 miles only, £850.

ALSO immediate delivery of new 10-ton Brockhouse straight frame, semi trailer, and Austin diesel prime mover, with 2-speed axle, complete with Brockhouse automatic, interchangeable coupling. L. F. Dove (C.V.), Ltd., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131 (five lines). 904-414

Miscellaneous Vehicles (contd.)

BOGIES

20-TON capacity, fitted twin airline brakes, mounted four 12.00 x 20 tyres, ideal for transport of concrete beams, etc.

MERTON ENGINEERING CO. LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 904-188

BREAKDOWN VEHICLES

A.E.C. Diesel 6 x 6, recently reconditioned, fitted with heavy-duty A frame, would make excellent breakdown. Colnbrook 2741. 904-385

DIESEL F.W.D. with winch and jib, petrol. Bedford QL with winch, Chev. Utility 4 x 4. Phone, West Harptree 287. 906-x3454

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HORSEBOX-CATTLE truck on AUSTIN 3-ton chassis, first registered 1950, running order, £150 o.n.o. Phone, Portsmouth 24050. 904-324

1959 Thames Trader 6-wheeler with a 23-ft. cattle body convertible to double deck for sheep, in really first-class order, this container can be removed and lorry used as a flat when required, £1,100.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 904-295

ESTATE CARS AND UTILITIES

1958 MORRIS Minor 1000 Traveller, one owner. £525.

1954 Vanguard estate, one owner, in excellent condition. £295. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 904-533

EX-W.D. VEHICLES

SWORDER (MOTORS), EXPORT, LTD. for all ex-W.D. trucks or spares. London Rd., Loundwater, High Wycombe, Bucks. Phone, High Wycombe 4078. zzz-933

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.

COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

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A.E.C. Albion, Austin, Bedford, F.W.D., Maudslays. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.

J. H. ROLLASON, Yokesford Hill, Romsey, Hants. J. Phone, Braishfield 395. zzz-816

THREE WOT6s, unregistered, ex-Ministry of Supply, £300 the lot. A. R. Lewis, 8-15 Farm St., Birmingham, 17. Phone, Northern 8933, Harborne 3955. 904-120

BEDFORD QL 4 x 4 with winch, reconditioned, 80% tyres, low mileage.

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GENTLEMEN WORTH KNOWING.

CUNDEY AND STEWART, L.D., DEALERS AND DISMANTLERS OF EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES SPARES AND TYRES.

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PHONE, LEABROOKS 477. 904-704

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M38, late type, hard and soft top, low mileage. ex-U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 904-449

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LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £295. Two-year guarantee.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-780

ARLINGTON MOTOR CO., LTD.

IMMEDIATE delivery BEDFORD diesel 4-ton 1,200-cu-ft. Luton body.

HIGH ROAD, PONDER'S END, ENFIELD, MIDDX. Howard 1266

ARLINGTON MOTOR CO., LTD.

904-81

Miscellaneous Vehicles (contd.)

NEW Hi-bulk Luton on Morris J2, 440 cu. ft., available ex stock, £702 10s. unpainted, £775 painted one colour, passenger seat and heater. Phone, Bishopsgate 3393. 904-204

H. A. S. SAUNDERS, L.D.

AUSTIN DISTRIBUTORS.

AUSTIN new 3-ton FG chassis-cab, choice of petrol or diesel, fitted with a Luton body of 1,075 c.c. walk-up tailboard, drop well, rear doors.

AUSTIN new 3200 chassis-cab, petrol or diesel, fitted with a Luton body of approximately 625 c.c., drop well, tailboard rear doors.

AUSTIN LD5 30-cwt. extended chassis diesel with Luton body, 650 c.c., drop well, walk-up tailboard, rear doors.

ALWAYS a large selection of Austin trucks and vans from 5 cwt. to 5 tons.

H. A. S. SAUNDERS, L.D.

836 HIGH ROAD, FINCHLEY, N.12.

Hillside 8822, ext. 22. 904-88

1959, December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775.

Dawner Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382 904-350

1958 Thames Trader 6D pantechnic, walk-in tailboard, 1,600 cu. ft., low mileage, in exceptional order. £550.

1953 BEDFORD pantechnic, very large all-alloy body, in very good order, one owner since new, £550.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 904-290

DECEMBER, 1957, Karrier Bantam 500 cu. ft. Luton van, factory reconditioned engine, new batteries, brakes, relined, good tyres, £550.

OAKTHORPE MOTOR CO., North Circular Rd., N.11, Fox Lane 0161. 904-392

1956 BEDFORD A-type diesel 4-ton Luton van, approximately 1,200 cu. ft., £450. A. and L. Vehicle Supply Co., Ltd., 77-81 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 904-510

Luton Vans and Pantechnics Wanted

LATE-MODEL 5-7-ton pantechnic or boxvan, 1,500 cu. ft. or above, also artic, pantechnic trailer, 1,500 cu. ft. or above, 10-ton capacity, B.T.C. coupling. Full details and prices to Normans Transport, Ltd., Green Lane, Failsforth. 905-9925

WANTED, 1951-60 pantechnics from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., London. S.E.10. 904-372

MOBILE SHOPS, CANTEENS, ETC.

SMITH'S Grocerette, Vlandette butcher's shop, Coronet series and used Karrier Bantams from stock, also used Commer diesel, Bedford, Austin, Fordson and Karrier Bantam, 1959-60 models and Morris JRs. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 904-50

MUNICIPAL VEHICLES

REFUSE collection. One 5 model BEDFORD fitted with Eagle Compressor body and Paladin rear bin hoist, vehicle overhauled and offered for sale in first-class order, demonstration by appointment.

RICE ENGINEERING CO., LTD., 27 Coldharbour Lane, Camberwell, S.E.5. zzz-797

COMMER, with Perkins diesel engine, power-operated road sweeper, complete in first-class order, £275.

Hawkins, Green St. Green, Dartford, Kent. 904-157

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. zzz-600

TWO BEDFORD 2,000-gal. tanker artic. outfits, complete pumps and hoses, ready for work.

HAROLD ASTON, LTD., Langley, near Birmingham Broadwell 2317-8. 904-9858

1957 ATKINSON 8-wheeler, fitted with new 3600 2-compartment lagged fuel oil tank.

1957 ATKINSON 8-wheeler, fitted new 4,900-gal. 5-compartment spirit-dep tank.

NEW and used artic. tankers always available.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 904-126

4,000, 3,600, 2,000 spirit fuel and oil tankers available. Immediate delivery articulated or rigid fitted new and second-hand 8-, 6- or 4-wheel chassis and tanks, or chassis sold separately if required. Tanks, all makes to order.

HATTER BROS., Austin Agents, of Grays. Phone, Purfleet 5488. 904-200

1954 Bedford-Scammell (diesel) with 2,000-gal. 4-compartment trailer with pump; choice of three.

1956 B.M.C. 1,200-gal. spirit tanker, three compartments, with pump, immaculate condition.

2,000-GAL. 4-compartment spirit SCAMMELL trailers.

OVER 30 Bedfords, Austins and Fords, 800-gal. 1,000-, 1,200-gal. tankers in stock, suitable for spirit, paraffin or whey, with or without pumps.

F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 904-563

1,300-GAL. 3-compartment AUSTIN chassis, choice of three, good runners, and clean. Colnbrook 2741. 904-384

Miscellaneous Vehicles (contd.)

1949 BEDFORD 1200-gal. 3-compartment with pump, choice of two, £150 each. Girey Mead Service Station, Fyfield, Ongar, Essex. Fyfield 277. 904-517

TIPPING LORRIES

BEDFORD 7-ton S-type tipper, 1955, 8-cu.-yd. steel body, £240. Rover Transport, Hounslow 3404. 904-9912

1954 AUSTIN tipper, Perkins P6, large capacity aluminium body about 12 yards, 9.00 x 20-tyres, excellent condition, £160. L. W. Vass, Ltd., Amsthill, Bedford. Amsthill 1255. zzz-822

1960 Trader short-wheelbase 7-ton, steel bodies, choice of two, £875.

1958 Trader short-wheelbase 5-ton, steel body, £585.

1957 COMMER TS3 medium-wheelbase tippers, two for £1,000.

1956 ALBION Clydesdale long-wheelbase, Comet engine, £595.

ALWAYS 30 new tippers in stock.

24-HOUR service for Pilot and Edbro tipping gear.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 904-55

NEW BEDFORD 7-ton, all-steel body, diesel engine,

NEW BEDFORD 151-in. wheelbase, diesel, twin-ram, all-steel body.

ONE or two normal-control 7-ton, mileages 1,000-2,000.

BARTON MOTORS (PRESTON), L.D.

PRESTON.

Preston 4664. 904-252

FEBRUARY, 1961, BEDFORD TK tipper, underfloor gears and timber body, guaranteed mileage 1,500, just as new, £1,280. Apply Barton Townley, Ltd., 88 King St., Lancaster. Phone 4317. 904-255

1958 BEDFORD 5-ton tipper, 30,000 miles, new tyres, £575.

WRAY PARK GARAGES, Reigate, Surrey. Reigate 2263. 904-165

1958 ATKINSON S1586 8-wheel tipper, 61W, Pilot gear, 26-cu.-yd. body, automatic greaser, ready for work.

1957 LEYLAND Comet medium wheelbase, 14-cu.-yd wood body, reasonable price.

1959 FORD tractor rebuilt new cab, etc., steel body, repainted, £675.

RYLAND GARAGE, L.D.

RYLAND STREET,

Off Broad Street,

BIRMINGHAM, 16.

Edgbaston 4501-5. 904-127

COMMER 6-wheeled tipper, twin-ram Edbro gear, 5-speed box, air braking, mileage 10,000, used only five months, whole machine as new.

BEDFORD S-type tipper, alloy U-shaped body, Comet engine, first registered 1958, very straight machine in every way.

B.M.C. ram Edbro gear, first registered in 1956 and well maintained.

FOR further details of these three outstanding machines

GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 904-309

DODGE 1955 6-yd. all-steel tipper, with P6 engine, overhauled and sound condition throughout, £195.

ALSO new AUSTIN 7-yd. diesel tippers, with Pilot A all-steel body and twin underbody ram. L. F. Dove (C.V.), 98 Lower Addiscombe Rd., Croydon, Addiscombe 3131 (5 lines). 904-415

1956 BEDFORD 5-ton short-wheelbase steel-bodied drop-side tipper, excellent throughout, choice two, £325. Coombs Motors, Western Rd., St. Leonards, Hastings 531. 905-x3443

1960 BEDFORD 7-ton normal-control diesel 7-yd. tipper, 12,000 miles, £525.

1960 BEDFORD 7-ton normal-control diesel 7-yd., 10,000 miles, only needs attention, £675.

1960 FORD Trader 7-ton diesel medium-wheelbase drop-side twin-ram tipper, low mileage, £885.

1960 FORD Trader 7-ton diesel short-wheelbase drop-side tipper, 19,000 miles, £825.

1959 BEDFORD 7-ton forward-control diesel tipper slight attention, £575.

1958 DODGE, wooden drop-side, 6-cu. yd., diesel £485.

DAWNIE MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382. 904-352

1960, November, COMMER 12-yd. medium-wheelbase tipper, negligible mileage, in first-class order, as new, £1,200.

1960, October, 10-yd. tipper, negligible mileage, as new, £1,200.

1960, September, BEDFORD 7-ton tipper, 300 engine, 2-speed axle, in excellent order, £1,450.

1959 DODGE 6-wheel bulk tipper, Comet engine, 2-speed axle, Boys extension, power steering, a really first-class vehicle, one owner, moderate mileage, £1,450.

A Number of other good tippers in stock, 4-, 6- and 8-wheelers. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 904-297

ALBION tippers, 8-wheel, double-ram 1952 model, good tyres, £800. Bawtry Timber Co., Ltd., Martin Hall, Martin Lane, Bawtry 338. 904-455

855

Miscellaneous Vehicles (contd.)

OCTOBER, 1957 BEDFORD diesel, U-shaped steel bodied tipper, good condition, £385.
1956 BEDFORD 6-ton long-wheelbase tipper, diesel, choice of two, £185 each.
WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 904-551

NEW hydraulic tipper.
DODGE 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 904-456

1957 7-ton DODGE diesel tipper, very good condition, £575.
COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7. 904-477

1956 Normal-control, petrol, Leyland Comets, fitted 13 G.T. Pilot alloy bodies, 100 engines, 2-speed axles, nice condition.
JUNE, 1959, 7-ton 136-in. Trader, 4LK, tipper, wood drop-side body, new engine, R. Justice, Winter Close, Underwood, Notts. Phone, Langley Mill 3182. 904-485

A. SPRINGALL, LTD.
1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,250, offer £2,100 o.n.o. H.P. arranged A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 904-522

1959 BEDFORD tippers for sale, a fleet of 20 Model J55 (current type normal control) with 300-cu.-in. Bedford diesel engines, fitted with Anthony underfloor gears and 6-cu.-yd. Always welding heavy-duty steel bodies, cab guards, 1/16-plate floors, fixed and dropped sides, 9.00 x 20 tyre equipment, average mileage 45,000, ready for work. E. J. Baker and Co. (Dorking), Ltd., 55-61 London St., Chertsey. Phone 2391. 904-566

Tipping Lorries Wanted

WANTED, BEDFORD A-type petrol- or diesel-engined short-wheelbase tippers, with or without bodies. Faulkners (Transport), Ltd., Wallington, Fareham, Hants. Phone, Fareham 4234. 906-9913

BEDFORDS with Perkins engines. Grimwades Transport, 166-8 Plumstead Common, S.E.18. 904-523

TRACTORS

£225. 1957 B.M.C. diesel Scammell tractor.
£175. 1954 SEDDON P6 diesel Scammell tractor, 2-speed axle.
£100. BEDFORD P6 diesel Scammell tractor.
TRAILERS to suit above from £75.

ANTREE 1873. 255 Walton Lane, Liverpool, 4. 904-321

RYLAND GARAGE, LTD.

1959, October, B.M.C. 5.1 diesel, 7-ft. 3-in. wheel-base 12-ton heavy-duty unit, 8.25 x 20 tyres, fifth wheel, low mileage, £750; choice of two.

1958 BEDFORD-SCAMMELL 12-ton 8-type unit, Leyland Comet engine, one owner, and fully recommended.

1957 ATKINSON T745, Gardner 5LW 12-14-ton tractor, fifth wheel, vacuum brakes.

NEW TK BEDFORD-SCAMMELL, 300 Bedford diesel engine, immediate delivery.

NEW SEDDON 5LW Gardner, fifth wheel, chassis and cab, air brakes.

RYLAND GARAGE, LTD.,

RYLAND STREET,
Off Broad Street,
BIRMINGHAM, 16.
Edgbaston 4501-5. 904-128

1959 COMMER TS3 12-ton tractor unit, well maintained by one owner since new, in first-class order, £750.

1956 BEDFORD-SCAMMELL 12-ton S-type unit, with Leyland Comet engine, in first-class order, one owner since new, £475.

1954 SCAMMELL tractor unit, 6LW engine, 6-speed box, one owner since new, in excellent running order, £950.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 904-296

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12, Hillside 3631-2-3-4. 222-883

E.C.G. TRAILERS, L. TD.,

HUNDREDS of reconditioned trailers of all types always in stock.

NEW trailers, any pick-up, immediate delivery.

YOUR short or damaged trailer rebuilt as new.

96 HACKFORD RD., S.W.9. Ref 3852-3. 911-9369

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 325. 222-962

B56

Miscellaneous Vehicles (contd.)

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO. LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, Ignition, Liverpool. 222-829

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. 222-912

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform, pantechonics, and special types.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 222-895

TASKERS trailers and semi-trailers. For every type of load between 8 cwt. and 35 tons.

SUITABLE for most kinds of prime mover, Land Rover, vans and cars.

FIFTH-WHEEL Taskers D-S automatic or mechanical home couplings.

TRAILERS now in stock include: 10-, 12- and 14-ton Super Straights (S.A.E.), 10- and 12-ton straight frames (D-S), 15-ton Twinside, 10-, 12-, 16- and 20-ton drop frames, 14-ton step-frame low-loader, 12-ton rear-steering PV semi-trailer, 3- and 5-ton 4-wheelers.

FULLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex."

LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester Office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. 222-811

LARGE selection of new and low-loading used 2-wheel trailers, 4 cwt. to 30 cwt., at reduced prices; also used 14-ft., 25-ft. platform trailer, Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2326. 904-51

ARLINGTON MOTOR CO., LTD.,

NEW YORK Freightmaster, 26-ft.-long alloy boxvan, S.A.E. coupling.

HIGH ROAD, PONDERS END, ENFIELD, MIDD. Howard 1266. 904-82

NEW 11-ton 23-ft. SCAMMELL flat-platform trailer, 6015.
PARSONS AND PARSONS (GARAGES), LTD., Hanlow, Essex. Phone, Potter St. 121. 904-71

NEW 15-ton 4-in.-line.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 904-56

30-TON full low-loading trailer, 20-ft. well.

30-TON full low-loading trailer, 12-ft. well.

25-TON articulated low-loading trailer, 20-ft. well.

20-TON articulated low-loading trailer, 16-ft. well.

18-TON semi-low-loading trailer, 25-ft. bed.

15-TON low-loading trailer, 12-ft. 6-in. well.

10-TON SCAMMELL flat-platform trailer, 20-ft. bed.

10-TON Highways flat-platform trailer with bolster, 23-ft. bed.

5-TON 8-wheeled machinery trailer, 18 ft. long with ramps, loading height 3 ft. 9 in.

MERTON ENGINEERING CO., LTD.,

FAGGS ROAD, FELTHAM, MIDD.,
Phone, Feltham 6208, 3045. 904-191

ONE only, 1960 35-cwt. Lolode double-axle transporter trailer, complete with Thompsons winch and steel loading skids, absolutely as new, practically unused, price ex works £230.

APPLY R. W. Osborne and Son, Ltd., Saffron Walden, Essex. Phone, S.W. 3313. 904-213

MORTON'S GARAGE, LTD.,

DISTRIBUTORS Merriworth 12-14-ton trailers.

MERRIWORTH 25-ft. flat, fifth-wheel coupling.

MERRIWORTH 26-ft. flat, auto-fifth coupling.

MERRIWORTH 26-ft. flat automatic coupling (will fit demonstration trailers available).

BINLEY ROAD,

COVENTRY,
Phone 53354. 904-99

LOLODE trailer, 35-cwt. twin axle with winch and skid, as new, £165.

LACKROSE 20-ton draw-bar trailer, perfect condition, £350 o.n.o. Tadworth, Surrey 2370. 904-196

DYSON articulated 16-ton tandem-axle bulk trailer, with 30-yd. body, in excellent order, £750.

B.T.C. Articulated 12-ton 4-in.-line 26-ft. trailer on 10.00 x 20 tyres, in first-class order, £450.

SCAMMELL 16-ton articulated tandem-axle trailer, in very good order, £350.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 904-293

STEVENAGE 174.

Miscellaneous Vehicles (contd.)

20-FT. 8-ton SCAMMELL exhibition trailer, good condition.
23-FT. 10-ton SCAMMELL trailer. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 904-361

£295. 24-ft. Tasker, S.A.E. pin, 12-ton articulated trailer, 9.00 x 20 tyres.

£325. 23-ft. 10-ton Scammell trailer, also £175 8-ton 20-ft. Scammell trailer.

£145. 17-ft. 8-ton Scammell box trailer.

£85. 16-ft. 8-ton Hands drawbar trailer, fitted air brakes.

£100. 8-ton 18-ft. Crane drawbar trailer.

ANTREE 1873. 255 Walton Lane, Liverpool, 4. 904-319

BROWNHILLS MOTOR SALES,

NEW Scammell 12-ton 25-ft. trailers, Scammell coupling, ex stock.

NEW Scammell 12- and 14-ton 25-ft. trailers, fifth wheel.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5),
BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 904-143

20-TON low-loading machinery trailer, knock-out axles.

SCAMMELL trailers, all lengths, 16 ft. to 25 ft., also other leading makes of drawbar or semi-trailers.

JACKERBY AND CO., Mayhills Farm, Rippe Rd., Barking, Essex. Dominion 5583. 904-335

SCAMMELL trailers, 23 ft., 20 ft., cambered axles, with Dodge tractor, 1952, and Dodge tractor, 1953, 2-speed axles, 5-speed gearboxes, all in good condition, £750 the lot or best offer. G. Field (Transport), Ltd. Phone, Garston (Herts) 2232. 904-x3436

NEW Scammell trailers.

USED Tasker 8-ton step-frame.

INQUIRIES TO:—

E. J. BAKER AND CO. (DORKING), LTD.
DORKING 3822. 904-356

60-80-TON Rodgers full semi-low-loading trailer, photograph supplied, excellent condition, £1,400.
H.B.H. Motors, Colnbrook 2741. 904-387

WHALEBONE MOTORS, LTD.

1958 BEDFORD Comet with low-loading trailer, knock-out axle, S.A.E. coupling, 18-ft. well, good throughout, £1,250.

E.R.F. Unit, with Tasker low-loading trailer, 15-ft. well, 12.00 x 20 tyre equipment, knock-out axle, cheap.

WHALEBONE MOTORS, LTD.,

239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.
Phone, Seven Kings 5282. 904-411

2-6-TONNERS, Carrimore semi-low-loaders, Tasker coupling, 26 ft. long, 16 ft. 8 in. well, 7.00 x 20 twin. These trailers are new, Pollards Farm, London Rd., Chipping Norton. 905-x3451

25-FT. new 11-ton trailer, Scammell coupling, 9.00 x 20 tyres, £425. Cameron Garages, rear of 180-186 Park View Rd., Welling, Kent. Bexleyheath 1747. 904-441

Trailers Wanted

WANTED, 33-ft. Tasker articulated trailers, on 10.50 x 20 tyre equipment, lattice chassis, high load R.A.F. pattern. Also 4-wheeled Army-type chassis on 10.50 x 13s with ball-bearing turntable, springs or torsion bar. State price and where lying. Condition immaterial. Brooklyn Engineering, 187 Hursley Rd., Chanderis Ford, Eastleigh. Chanderis Ford 2281. 904-9870

WANTED. Six second-hand 24-ft. platform trailers, 12-ton capacity, with Scammell attachment, 9.00 x 20 tyre equipment, condition immaterial. Summerfield and Sons, Ltd., 55 Gordon Square, London, W.C.1. Museum 8784. 905-x3177

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares. London Rd., Warr. Herts. Warr 489. 222-736

SERVICE-EXCHANGE Scammell couplings, immediate delivery. Merriworth Engineering, Ltd., London Rd., Stone, Darford, Kent. DA2 1171-4. 222-764

TRANSPORTERS

NEW Tasker 5-car transporter, coupled to Bedford TK 10-ton unit, 2-speed axle, available 2-3 weeks due to cancellation of contract.

SPURLING MOTORS, City, 176 Shoreditch High St. E.1. Shoreditch 8433. 904-230

1958 GUY Warrior long-wheelbase, fitted with special body and single-seater cab for transporting steelwork. Gardner 4LW engine, 10.00 x 20 tyres, all in excellent condition, air brakes, cost £3,000 when new, bargain, £1,250.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesbury 0470. 904-113

SPARE PARTS AND SUPPLIES

A.E.C.

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-965

USED UNITS, Whitefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. zzz-649

RECONDITIONED A.E.C. 7.7 engine, complete with accessories, £170. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. zzz-998

A.E.C. All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone 3504. zzz-680

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. zzz-913

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-633

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-939

NEW reconditioned transfer boxes for Matador, new injector pumps. Cundey and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. zzz-668

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley, Phone, 1847. 904-785

ALBION

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-966

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-940

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. zzz-917

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-634

RECONDITIONED W.D. rear axles. Type BYIN. Turner and Knight, Southfield Paddocks, Popes Lane, Ealing, W.5. 904-987

ALBION FT101S EN286H engine and spares for sale. Can be heard running in chassis. Phone, New 8301. 904-512

ATKINSON

USED UNITS, Whitefield, Burnley (phone 2262). Dismantling 4-, 6- and 8-wheelers, all models. zzz-777

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-967

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley, Phone, Morley 1847. 904-686

AUSTIN

USED UNITS, Whitefield, Burnley (phone 2262). For K2, 3, 4 models. zzz-647

WHOLESALE stockists. Brynn and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. zzz-832

C. G. NORMAN (COMMERCIAL), LTD.

OFFICIAL AUSTIN DISTRIBUTORS.
Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.
Victoria 2211. zzz-764

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. zzz-915

J. GIBBS, LTD.

AUSTIN DISTRIBUTORS.
AUSTIN AND B.M.C. REPLACEMENT PARTS
AND FACTORY REPLACEMENT UNITS.

Longbridge House,

BEDFORD, FELTHAM, MIDDLESEX.
Feltham 6644 (five lines). zzz-0641

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-941

Spare Parts and Supplies (cont'd.)

RECONDITIONED engines with accessories, 6 x 4 and 4 x 2, £45. New cylinder blocks with pistons and bearings, £10; 31-litre crankshafts, £6. Pistons with rings, £30. Gearboxes, £10; 6 x 4 differentials, £20. Rear axles, £30; 4 x 4 axle shafts, £3. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. zzz-761

LOADSTAR cab doors, £5 5s.; wing and flitch, £3 10s.; front bumpers, £3 10s. each, ex works.

UTO UNITS (EALING), LTD., Mentone Farm, Bedford Rd., Stanwell, Middx. Ash 5573. 904-217

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HAULER can give regular work to owner drivers, monthly settlement, A-licence vehicles only. Draper's Transport, Purfleet 5415-6. 904-12

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HAULAGE business, west Midlands, five 1957-60 multi-wheel long-wheelbase tipper with A licences, general goods.

HAULAGE business, Sussex, limited company, three modern long-wheelbase tipper with A, B and contract licences, reasonable price.

1957 AUSTIN 5-6-tonner with A licence, West Riding, Yorkshire area.

FULLER particulars of the above can be supplied on request and some hire-purchase available.

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Miscellaneous Advertisements (contd.)

FOR sale, 2 acres-light industrial, near Bishop's Stortford. Box CM0418, care of "The Commercial Motor." 904-2

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FOR sale, Newcastle upon Tyne, nr. city centre, premises suitable for transport garage, warehouse and containing 23,000 sq. ft. on four floors with loading bay and 1-ton goods lift; S.L.C. (upper floors) 2 cwt. per sq. ft. Apply Hindmarsh and Partners, 107 Northumberland St., Newcastle 610081. 904-323

Miscellaneous Advertisements (contd.)

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HAULAGE business, A licence, articulated, approximately 23 tons, South Wales Area, good existing traffic. Box CM0411, care of "The Commercial Motor." 905-9939

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WANTED. Haulage businesses with special A licences, ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

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AFTER HOURS 2356.

904-246

WANTED to purchase, small local haulage business in the Metropolitan Area. Box CM026, care of "The Commercial Motor." 904-9879

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Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 904-545

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COLBRO, LTD. offer fork-lift truck for immediate disposal, subject to prior commitment.

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SPECIAL offer: One brand-new conveyancer, 6,000 lb. capacity, 12-ft. lift, diesel-driven fork lift, on pneumatics, torque-converter drive, immediate disposal, list price.

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COMPANY has an 8-ton tipping vehicle delivering in the Glasgow area approximately three times a week, and would be pleased to hear from a reputable firm able to offer return traffic to the Newcastle-Durham-Middlesbrough areas. All replies treated in strict confidence. Box CM0311, care of "The Commercial Motor." 904-9915

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Acorn 2398.

BEST market rates—no claims bonus to 40%. Monthly or quarterly payments accepted. 904-655

Miscellaneous Advertisements (contd.)

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MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middlesex. Phone, Feltham 6208. 904-187

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ROYAL 5161. The quickest way of shipping your car anywhere in the world is through **FLEXHILL SHIPPING CO., LTD.,** 6 Rangoon St., E.C.3. 904-741

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A.M.I.E., City and Guilds, A.M.I. Mech. E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

EXPERIENCED commercial vehicle salesman required by Commer distributors, capable of taking full charge of sales and part-exchange; salary and commission. Apply in writing in confidence, giving experience and expected salary. Brook Bros. (Hereford), Ltd., Blueschool St., Hereford. 904-9905

GENERAL depot manager required, preferably with Vauxhall-Bedford experience; able to use own initiative in supervising forecourt, workshop, car sales, car hire, etc.; semi-detached, 3-bedroomed house available for successful applicant. Applications in writing to Managing Director, Silver Line Motors, Moorlands, Welwyn Garden City, Herts. 904-9929

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A VACANCY EXISTS FOR A COMMERCIAL VEHICLE AND/OR P.S. VEHICLE SALES REPRESENTATIVE.

This position offers exceptional opportunities to a man who possesses a successful record in this field and is capable of high earnings and working without supervision.

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THE SQUARE,

DUNSTABLE, BEDS. 904-275

EXPERIENCED light commercial salesman. Sales record essential, guaranteed wage, £100 p.w. accommodation shortly available. Gilbert Rice, Ltd., Main Ford Dealers, Horsham and Crawley. 906-9935

TRAFFIC manager for road transport contractors in Eastern Counties, wide variety of traffics, including agricultural, medium distance, express delivery and warehousing, must be able to control staff, route traffic and have thorough knowledge of transport law, no responsibility for obtaining traffic nor fleet maintenance. Apply Box CM043, care of "The Commercial Motor." 904-38

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EXPERIENCED senior commercial-vehicle salesman required in London area by Rootes, Ltd.; candidates must be capable of high-level negotiations and fleet experience would be an advantage, age between 30-45. Please write, giving full details which will be treated in confidence, to Group Staff Officer, Rootes, Ltd., Devonshire House, Piccadilly, London, W.1. 904-305

EXPERIENCED Transport Clerk required as assistant to traffic manager based at Chertsey, Surrey. Applicants must have experience of R.H.A. conditions, vehicle allocation, accident forms, m.p.g. records and log sheets, etc., for large fleet of tipper. Write age, experience and salary to Box CM0416, care of "The Commercial Motor." 904-31

REQUIRED Experienced Wages and Transport Records Clerk, R.H.A. wage conditions for 300 personnel, based at Chertsey, Surrey. Write age, experience and salary to Box CM0415, care of "The Commercial Motor." 904-27

FITTERS required, experienced Leyland and Foden vehicles, good wages and conditions, pension scheme. Phone, Richard Biffa, Ltd., Wembley 4334. 904-24

CAN you sell cars and/or trucks now and wish to build yourself a first-class future in a world-wide organization?

APPLICATIONS invited from experienced men who wish to go places. Write in first instance to:—

C. H. WARRILOW, General Manager, Rootes Ltd., P.O. Box 263, Coventry Rd., Small Heath, Birmingham, 10. 904-9

PARTSMAN—counterhand for Vauxhall-Bedford; high wages. Apply Green Garage, Ltd., 641 Staines Rd., Bedford, Middx. 904-448

Miscellaneous Advertisements (contd.)

ASSISTANT MECHANICAL EQUIPMENT ENGINEER (TRANSPORT).

ARABIAN GULF SHEIKHDOM OF QATAR.

THE Government of Qatar invite applications for the post of Assistant Mechanical Equipment Engineer (Road Transport) in the Mechanical Equipment Department.

DUTIES: To organize the maintenance and provision of spare parts for a fleet of approximately 350 road vehicles.

QUALIFICATIONS: Degree or Diploma in Mechanical Engineering and/or extensive experience in the light and heavy repair of vehicles of all types; a knowledge of Arabic desirable.

SALARY: Scale E-2, £1,500 to £2,070. Starting point according to trade and experience.

AGE limit: 30-45 years.

GENERAL conditions: Free air-conditioned accommodation, furnished at high standard; free fuel, water and electricity; free air passages for applicant, wife, and up to three children; free medical and dental treatment; annual leave of six days for each month of duty; interest free car loan with generous running allowance; gratuity of one month's salary for each year of service; no income tax.

APPLICATIONS endorsed "Mechanical Engineer" should be sent by air mail to: Director of Personnel, Government of Qatar, Doha, Qatar. Arab Gulf, send copy to C. Tennant Sons and Co., Ltd., 4 Copthall Avenue, London, E.C.2, giving full details of qualifications, experience, nationality, age, religion, marital status, names of three referees and a recent dated photograph. 905-9918

YOUNG sales representative with experience in the motor trade for well-known passenger and commercial vehicle specialist, pension scheme, good salary and commission; car supplied. Box CM0410, care of "The Commercial Motor." 904-359

STORES manager required by B.M.C. main parts dealers; good salary; pensionable; suitable 14 miles London; only applicants with previous sales record need apply giving references and experience. Apply A. H. Payne, Bushey Vale Garages, Ltd., Aldenham Rd., Bushey, Herts. 904-8331

EXPERIENCED commercial vehicle sales representative live required, able to earn £2,000 or more per annum on salary and commission basis by Midland agent representing several popular makes; car provided; applicants must be keen, energetic and fully conversant with up-to-date values, etc.; good sales record essential. Write for interview stating age, experience. Box CM0417, care of "The Commercial Motor." 904-422

COMMERCIAL salesman required for Dodge distributors in Croydon area. The 3473-4. 904-454

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LENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 14 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). 222-793

NORTH East England. Storage and distribution, all commodities, furniture, bedding, etc.; pantechonics used, collection as required. Box CM046, care of "The Commercial Motor." 905-8340

MANCHESTER haulier offers distribution, collection, storage and office facilities. Box CM0219, care of "The Commercial Motor." 904-8292

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MIDHURST RURAL DISTRICT COUNCIL.

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REFUSE COLLECTION VEHICLE

TENDERS ARE INVITED FOR THE SUPPLY OF

ONE
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Further details and specification may be obtained from the Council's Engineer and Surveyor, Council Offices, North Street, Midhurst.

D. L. BLAY,
Clerk to the Council.

Council Offices,
North Street,
Midhurst, Sussex. 904-89

BOROUGH OF SUTTON COLDFIELD

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING FORD VEHICLES:—

ONE 5-CWT. VAN.
ONE 10-12-CWT. VAN.
ONE 10-12-CWT. BUILDERS' TRUCK.

Further particulars from the Borough Surveyor, Council House, Sutton Coldfield.

J. P. HOLDEN,
Town Clerk.

Council House,
Sutton Coldfield. 904-514
B63

Miscellaneous Advertisements (contd.)

BANSTEAD URBAN DISTRICT COUNCIL.

SALE OF SURPLUS VEHICLES.

QUOTATIONS ARE INVITED FOR THE FOLLOWING SURPLUS VEHICLES:—

ONE 1947 3 TO 4 TONS DENNIS PETROL
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AND

ONE 1947 3 TO 4 TON DENNIS PETROL
ENGINE LORRY WITH TIPPING GEAR.

Inspection may be made at Sutton Lane Depot, Banstead, Surrey, between 8 a.m. and 3.30 p.m. Monday to Friday. Quotations for all or single items in a plain sealed envelope endorsed "Surplus Vehicles" to me by MONDAY, April 24, 1961.

The Council does not bind itself to accept the highest or any tender.

The Council House,
Brighton Road,
Banstead, Surrey.

F. L. SHAW,
Clerk of the Council.

904-87

CITY OF LIVERPOOL.

TENDERS INVITED FOR THE SUPPLY AND DELIVERY OF:—

(A) ONE 20-TON LOW-LOADING DROP-FRAME
SEMI-TRAILER.

(B) ONE HEAVY-DUTY DIESEL-ENGINE
TRACTOR.

(C) ONE 45-50 B.H.P. DIESEL-ENGINE
CRAWLER TRACTOR COMPLETE WITH
HYDRAULICALLY OPERATED ANGLE-
DOZING EQUIPMENT.

Documents from City Engineer and Surveyor, Municipal Buildings, Liverpool, 2. Tenders returnable by May 26, 1961.

(J.6742)

THOMAS ALKER,
Town Clerk.

904-7

THE OFFICE OF INDIA SUPPLY MISSION, 2536 MASSACHUSETTS AVENUE, N.W. WASHINGTON 8 D.C., UNITED STATES OF AMERICA, INVITES TENDERS FOR THE FOLLOWING:—

TENDER NOTICE NO. SE.362.

DIESEL-DRIVEN TRACTOR,

HEAVY DUTY, 25-30 H.P.,

PNEUMATIC TYRES WITH 6,000 G.P.H. CENTRIFUGAL PUMP ON CHASSIS.

Tender documents, etc., relative to the above, can be obtained from the Co-ordination Branch, India Store Department, Bromyard Avenue, Acton, W.3, at a cost of 14s. 4d. per tender, which is not refundable. Tenders are to be returned DIRECT to, India Supply Mission, 2536 Massachusetts Avenue, N.W., Washington 8 D.C., United States of America, so as to reach them by April 26, 1961.

Specimen copy of the above inquiry can be seen at India Store Department, Vehicles Branch, Bromyard Avenue, Acton, W.3, under the following reference: 904-6 S.4203/60/AKB/Veh.

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"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

WHO'S WHO IN THE MOTOR INDUSTRY (Third Edition). A directory of Personnel in the British Motor and Commercial Vehicle Industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net or 43s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

THE ROAD TRANSPORT ENGINEER. Edited by I. G. Mackenzie Junner. This text book deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

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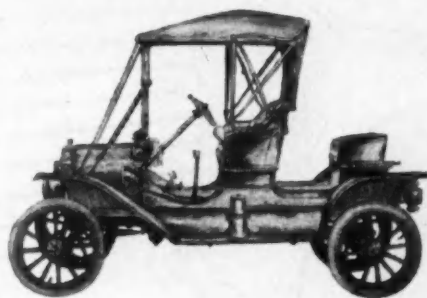
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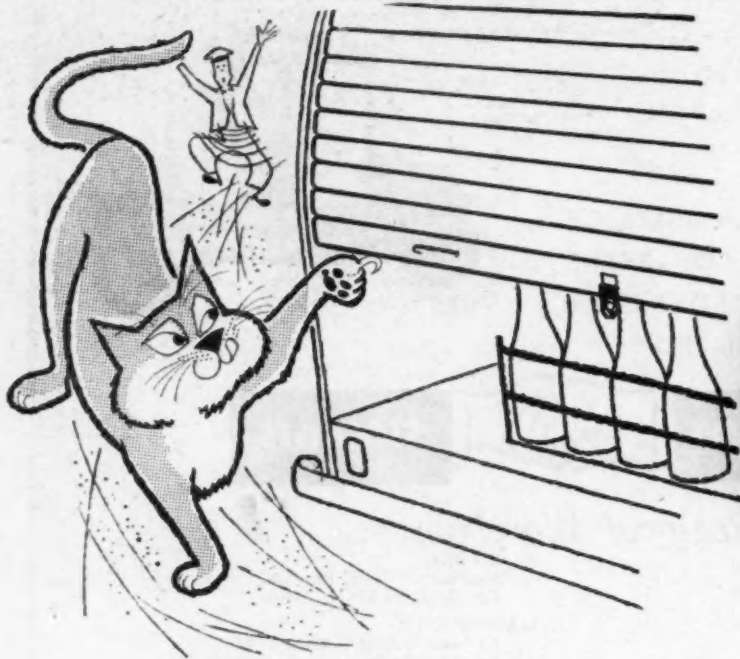
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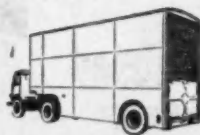
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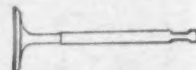
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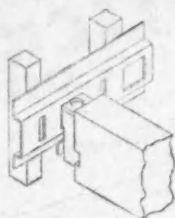
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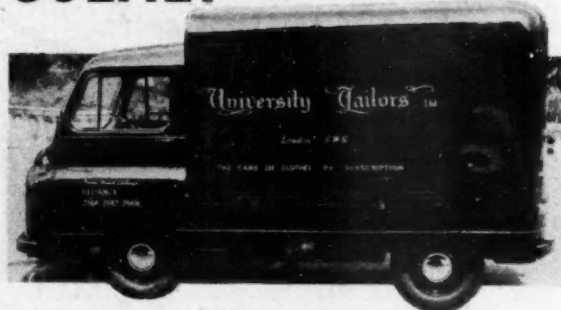
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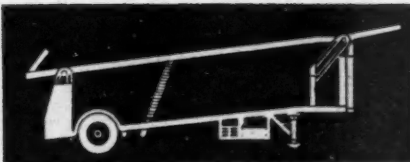
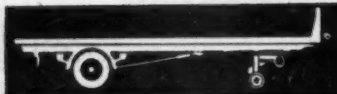
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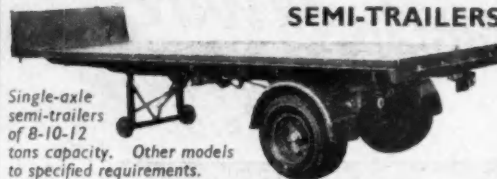
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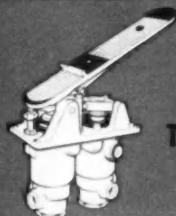
April 14, 1961

THE COMMERCIAL MOTOR

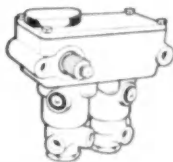
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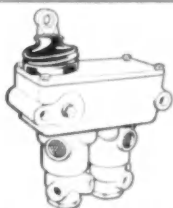
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